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DR. LAKE'S CHART

OF

The Rideau Lakes Route

Between Kingston and Ottawa

With Accurate Maps, Sailing Directions, Canoe Portages and Descriptive Notes.

ALSO

The North Channel Between Kingston, Gananoque and the Morton to Gananoque Canoe Route.

For Launch Owners, Canoeists & Tourists

THIRD EDITION

PRICE $3.00

Issue of 192[illegible]

Corrections page 17.

WHIG JOB DEPT., KINGSTON

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CHART

OF THE

RIDEAU LAKES ROUTE

BETWEEN

KINGSTON AND OTTAWA

* * *

Maps made from original sketches and accompanied with necessary sailing directions, together with other desirable information; The Route between Gananoque and Kingston and a connecting Canoe Route between the Rideau and Gananoque.

For Launch Owners, Tourists and Canoeists

* * *

BY

ELMER J. LAKE, M.D., C.M.
Eye, Ear, Nose, Throat and Skin Blemish Specialist.
258 BAGOT STREET,
KINGSTON, ONT.

THIRD EDITION
Published by the Author.
1920

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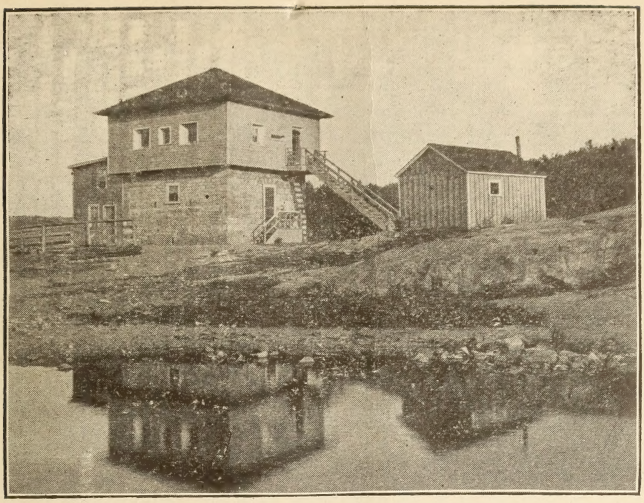
Entered according to Act of the Parliament of Canada, in the year one thousand nine hundred and seven, by Elmer J. Lake, M.D., C.M., at the Department of Agriculture.



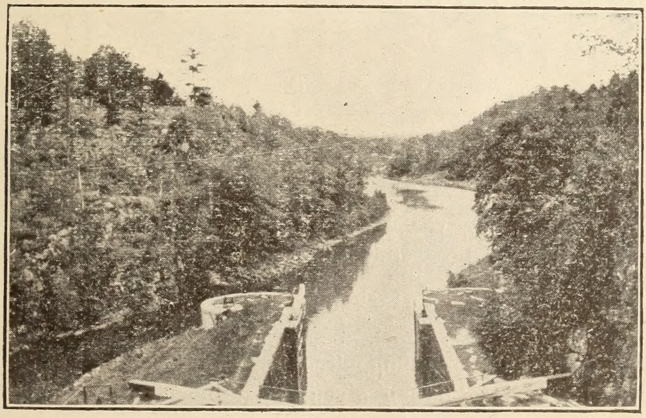
OLD BLOCK HOUSE, KINGSTON MILLS.
(Photo by the Author)

INTRODUCTION TO THE FIRST EDITION

After carefully examining the maps of this "Chart of the Rideau Lakes Route" and the boat channel there indicated, with which thirty-five years as captain have made me familiar; and after reading the sailing directions and the other information concerning the route which the book contains, I heartily commend it to all launch owners and canoe enthusiasts as a safe and reliable guide and worthy of their entire confidence.

D. NOONAN,
Pres. and Gen. Mgr. of the
Rideau Lakes Navigation Co. (Limited.)

Kingston, Ont., Feb. 28th, 1907.



LOWER LOCK AND ROCKY GORGE AT KINGSTON MILLS.
(Photo by F. G. Lockett)

3029117

PREFACE TO FIRST EDITION

An ideal route for launches and canoes should be strewn with towering rocks, shady nooks, mirrored islands, beautiful bays, narrow passages, varied scenery of lakelet and river with no very great expanse of water where waves may run high ;should be plentifully supplied with camping spots; should abound in fish; and should have places scattered along it where all needed supplies may be obtained and where entertainment and shelter at good hotels may be found when desired.

All these and more are found on the "Rideau Lakes Route"; but along the way are scattered many dangers, especially to launches, if the steamer channel is not known and followed.

To make clear this route and thus provide a handy pocket guide for launch owners, including the rapidly-growing number of yachtmen who own motor boats, that this entrancing waterway may be safely and confidently travelled in daylight by each, this little book with much care has been prepared.

Indebtedness to Capt. Daniel Noonan and Capt. William Scott for information and kindly criticism is hereby gratefully acknowledged.

The Author.

Kingston, Ont., February 22nd, 1907.

❧

PREFACE TO SECOND EDITION

My first attempt to supply a means whereby everyone might enjoy the beauties of this enchanting waterway having been successful as a guide to those who followed it, and having received many kindly commendations as to the exactness and completeness of the work, I venture to put forth this second edition, much more complete and exact than the first, the result of very careful recording of directions and distances which I hope will bring great pleasure to many lovers of nature who motor or paddle along the dustless courses of the Rideau.

For information given and kindness shown me by Capt. Daniel Noonan, Capt. William Scott, Capt. Edward Fleming, Capt. Luke Depencier, Capt. George Depencier and Capt. Thomas Lynch, I acknowledge my obligations.

The Author.

Kingston, Ont., May 1st, 1911.

❧

PREFACE TO THIRD EDITION

This third edition is published to continue to furnish a means whereby lovers of boat and tent may enjoy to the full the varied beauties of the Rideau Route. An attempt has been made to make the sailing of it still more simple and easy by fuller and more explicit directions in all places possibly difficult, so that the perfect stranger to the course may sail it confidently. Most every map has been altered and the sailing directions re-written.

For valuable information given I am indebted to Capt. William Scott.

The Author.

Kingston, April 20, 1920.

A MOONLIGHT SCENE AT KINGSTON.
(Photo by the Author).

IMPORTANT NOTICE

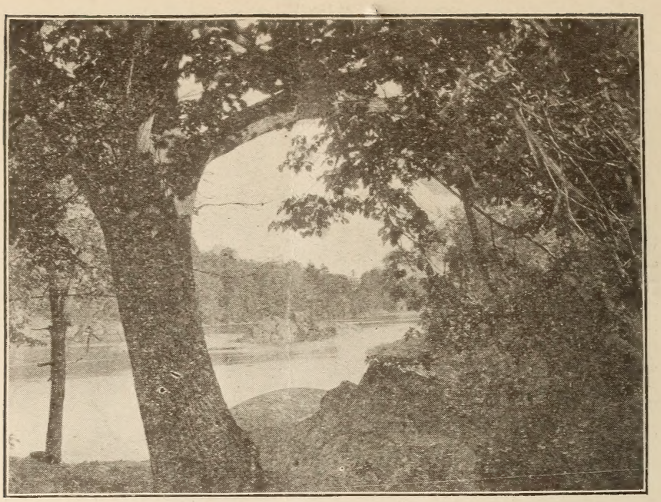
Before sailing read carefully all the general directions and statements, pages 13 to 16, then go over the whole route carefully, noting every single sailing direction and finding on the map everything mentioned. Then before sailing each part of the route go over that particular part carefully, being sure that you understand everything stated or described. The directions given, together with the maps, are sufficiently full and exact to guide you in perfect safety; but they will not do so if you do not follow them **exactly.**

This little book was not published for reference to show you AFTERWARD how you went astray and broke a wheel or put a hole in your boat, but to prevent all this. STUDY IT BEFOREHAND.

Only the marked and described courses are guaranteed to be safe. The absence of danger marks on any other part of the maps only means that the author **does not know** of any dangers being there.

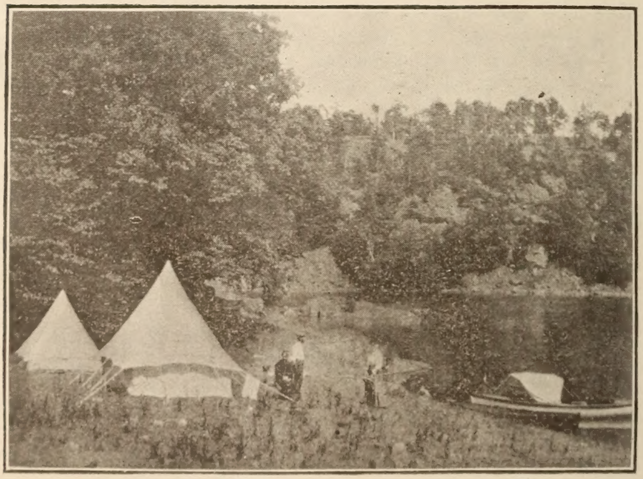
Notice of changes of the aids to navigation or new dangers along the route made during the season of navigation will be sent to those who sell this guide book for insertion, as soon as known, that it may be kept up-to-date.

A RESTFUL MOORING, SAND LAKE.
(Photo by the Author).



VISTA 'NEATH A GRAND OLD TREE, "COURT OF THE DUKE," CRANBERRY LAKE.
(Photo by the Author)

* * *



CAMP SPOT, "COURT OF THE DUKE," CRANBERRY LAKE.
(Photo by the Author)

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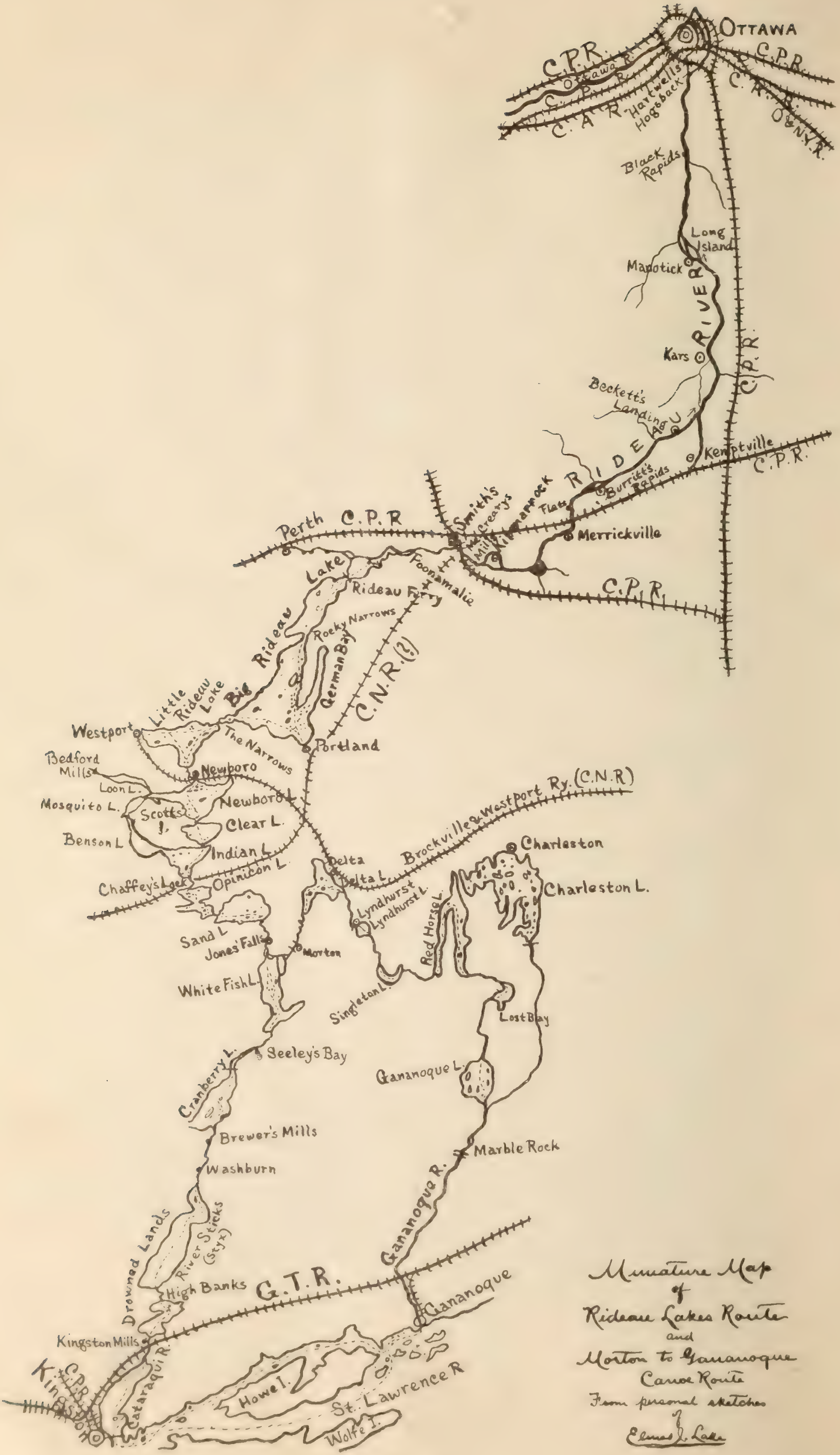


Miniature Map
of
Rideau Lakes Route
and
Morton to Gananoque
Canoe Route
From personal sketches
of
Elmer J. Lake

Dr. Lake's
Chart of the Rideau Lakes Route

Descriptive.

This beautiful waterway is formed by cutting a canal four-fifths of a mile long through the divide on which the town of Newboro' is situated, thus connecting two natural water courses. From Little Rideau Lake on the one side the water naturally flowed through Big Rideau Lake and the Rideau River towards the Ottawa River at Ottawa. From Newboro Lake, on the other side, the flow was from lake to lake and the Cataraqui River towards Kingston and the St. Lawrence River. By this connecting canal, together with dams, locks and the deepening of some of the natural channels, a five foot stage of water was made sure over the whole route, though many places, especially in the lakes, it is very deep.

The locks and dams were originally built by British soldiers under the direction of the Royal Engineers. Work commenced Sept. 21, 1826, the first steamboat ("Pumper") passed through May 29, 1832, and all work was completed in August, three months later. From the opening of navigation until 1854, when this strategic waterway was turned over to the Dominion government, ex-soldiers in military uniforms were the lock-men. The old residence of Col. By, now removed, is shown on right side in the view taken from The Plaza at Ottawa, about half way down the eight locks connecting the canal and the Ottawa River. From him Ottawa received its original name, "Bytown."

Above many of the locks still stand peculiar square blockhouses with longitudinal slits in the walls through which they might fire with rifles, if any force should attempt to destroy lock or dam.

General Directions.

As the level of most of the lakes is raised by the dams, there are liable to be under water stumps near the shore (and sometimes a good way from the shore). When off the route to make shore anywhere, this fact should be remembered and due care exercised.

The outline of lakes, rivers and islands is not guaranteed accurate where at all remote from the channel sailed. Only the heavily outlined shores near the route are guaranteed sufficiently accurate for recognition.

The waterway, locks and connecting canals were originally calculated for boats drawing not more than 5 feet of water, though they do pass through boats drawing upwards of 6 feet. But if the draught is about 5 feet the connecting canals and some other spots require slow speed to avoid striking bottom.

Spars should be less than 27 feet from the surface of the water to pass under the bridges over Newboro cut and under the Laurier Avenue bridge over the canal in Ottawa. To lock down into the Ottawa River spars should measure less than 26 feet from the water.

Equipment.

For locking up small launches should have a line 100 ft. long for the bow and one 40 feet long for the stern, with liberal well fastened loops on the shore ends. Less line will do for larger boats.

Good fenders are necessary to protect launch from stone walls of locks, and if they are left securely attached to both sides of the boat it will save much trouble.

On board launches which have no whistle there should be a horn for signals when meeting other launches, and for warning lockmen and bridge tenders of your approach, to save time in passing through.

There should be on board one who can steady and hold a launch on a given point. A flagstaff on both bow and stern will help keep boat in line. Zig-zag steering, many places on the Rideau route, is liable to result in disaster.

The following notice is posted up along the route:—

Rideau Canal.

NOTICE TO OWNERS OF STEAM YACHTS, MOTOR BOATS, GASOLINE LAUNCHES, &c., &c.:—

For the future, it is to be distinctly understood that all persons navigating the Rideau Canal in the above mentioned class of vessels, between the hours of sunset and sunrise, will be invariably required to display on their boats, lighted signal lamps, as provided by the "International Rules of the Road" governing such matters as issued by the Department of Marine, under the provisions of Part XIV of the Canada Shipping Act, Chapter 113, Revised Statutes of Canada, 1906. All vessels of the above mentioned class shall, when running between the hours aforesaid, carry the following lighted signal lamps:—

On the starboard side a green light; and on the port side a red light; each light to be screened so as to prevent it from being seen across the bow.

Also a white light in the front of the vessel at a height of at least three feet above the red and green lights.

A combination red and green lantern may be carried instead of separate red and green lights; but it shall be invariably placed at least three feet below the white light.

Under no circumstances will combination lanterns of red, green and white lights be permitted to be carried.

It is to be distinctly understood that all three of the above mentioned lights must be kept burning when the vessel is running.

All vessels of the above mentioned class shall, during the above mentioned hours, if at anchor or when tied up for the night, display conspicuously a single white light at a height of at least three feet above gunwale; and which white light shall be visible from all points of the compass.

Any neglect on the part of the owners of the above mentioned vessels to comply with this regulation, will subject them to a fine of not less than four dollars and not exceeding forty dollars for each and every offence, under Section 15 of the Canal Regulations, 1908.

By order of the Department of Railways and Canals.

A. T. PHILLIPS,
Superintending Engineer.

Rideau Canal Office, Ottawa, May 1st, 1910.

The Locks.

Between Kingston and the Ottawa River there are 47 locks and 24 dams. Eight of these connect the end of the canal in Ottawa with the Ottawa River and need not be dealt with unless coming into the Rideau from that direction. The upper lock of the two at Hogsback is never used, leaving 38 locks strung along between Kingston and Ottawa cities. They are said to be 134 feet by 33 feet, and from 12 to 25 feet deep, and were built largely of limestone blocks 4 by 6 feet. But 128 by 32 feet is really all the available space, and vessels not larger than 112 by 28 feet are passed through.

Directions for Locking.

Boats are not locked through on Sunday between the hours of 10 a.m. and 2 p.m.

The lockmen are not supposed to handle the lines of boats at all; but most generally they will do so, if properly requested. In most of the locks large lines or chains have been hung down the wall for launch owners to hold to.

When locking up, if no ropes are hanging to hold to, stop the launch just beyond the gate which is opened back and get your 40 ft. line placed over the iron "cat-head" above that spot and make it fast. Then get the 100 ft. line placed over the "cat-head" away at the upper end of the lock and having taken one turn around the cleat or capstan on the forward deck, take in the line as the boat rises. This long line permits the launch to lie at the lower end of the lock, farthest from the entering water, where it will ride more quietly.

When locking down no line is absolutely needed, but a stern line over the upper "cat-head" with both ends held in the hand (to let go at will), will save floating toward the gate as the water goes out, which happening may damage the launch. Look out for squirts of water from between the stones as the water drops in the lock.

THE MAPS.

Compass Direction.

On the miniature maps of the whole Rideau Route and that of the St. Lawrence River between Kingston, Gananoque and Clayton the top of the page is north. All the other maps except that of the Morton-to-Gananoque canoe route, have on them an arrow indicating north and south, and have also a mile scale. This scale, however, will not apply crosswise of the route, to measure width of the lakes or even of the rivers; but lengthwise of the course the distance between points, islands, turns, etc., as indicated, will be found very accurate.

The Dotted Line.

On narrow or river courses, where there are no buoys or bushes, the position to be taken between the shores is indicated by the position of **the dotted line**; and the shape of it, curved or straight should be followed.

Numbers.

Numbers placed on the maps by buoys or shores, near the course, indicate the distance in feet that the boat should pass them.

Range Lines.

Unbroken straight lines are placed occasionally along the course to indicate a steering point that the boat may be kept straight; and where shown at both ends of a straight course it indicates that the bow of the boat should point at the one object and the stern at the other. In other words the boat should travel on a straight line between these two points as far as the dotted line indicates. If, then, when the bow is pointed straight at the one and the stern is at that moment not exactly directed towards the other, turn the boat for a little while towards the side to which the stern should go and then head on the bow point again and see if the stern is right yet, and so on till you have it exactly.

How to Hold the Map.

Always HOLD THE MAP so that the part of the course to which you are going is farthest from you, like a road as you drive along it. This will make it much easier to follow, and prevent many mistakes.

The Sailing Directions for each map are given beginning with the Kingston end of the route. If sailing toward Kingston read the directions paragraph after paragraph from the last to the first.

If each buoy is checked off on the map as it is passed it will tend to keep track of exact location, especially where there are a succession of buoys.

ABBREVIATIONS ON THE MAP.

On the land—

▲·	Camp Spot
S.	Spring
B.	Barn
Br.	Bridge
S. B.	Swing Bridge
Da.	Dam
Ho.	House
Br. H.	Brick House
Fr. H.	Frame House
St. H.	Stone House
Wh. H.	White House

On the water—

■	Buoy
Bs.	Bush
Ws.	Weeds
Small crosses	Shoal water
Irregular dots	Stumps

The Buoys.

All along the way the buoys, placed as aids to navigation, are painted black or red. Following the usual custom GOING DOWN STREAM the black ones are on the right side of the course and the red ones are on the left. But, as before stated, the flow of water is towards both ends of the route. This fact is important to remember in order to know which side of each buoy to go, though the accuracy of the maps will show this if the dotted line is closely enough followed. On every map where buoys are found there is also an arrow along the side of the course to indicate the direction of the current or flow of water.

There are three forms of buoys used on this route, spar buoys, tripods (loaded with stones, sitting on mud bottom) and floating platforms which central painted posts anchored by a chain and heavy weight. The black ones as now plaqed have a square black board nailed on the post, and the red ones a board with a pointed top. In some places, especially in the Rideau River, buoys carried away by ice are being replaced by tall spar buoys.

The old form of buoys on each map is there indicated by an illustration. Some places bushes are fastened each year to mark dangers, but the sailing directions for each map will tell of these, and how to pass the spot bushes or no bushes.

The buoys, or bushes, are usually placed on the edge of shoals, or along the shallow edge of the deep channel. Often these are placed on under-water shallow points where the channel turns, though occasionally (see part between Mills and Kilmarnock locks) the buoy is not placed at the turn at all—but the dotted line will indicate that where it occurs, for the location and shape of the dotted line should be followed always.

Sometimes a buoy is carried away by ice in the spring, or partly broken down (if a tripod) and the government may be late in replacing it. In such cases there is sometimes placed at that spot a bush, or a pole as a temporary arrangement.

A STORMY SKY ON THE RIDEAU ROUTE
(Photo by the Author)

CORRECTIONS FOR SEASON OF 1921

NOTICE.—This season's added notes, which follow, are printed on one side of the paper only, so that each owner may, if he so desires, cut out each slip and stick in at the page where it belongs.

General Directions.

The buoys on this route are no more lighted at night; but on the posts of the platform buoys are fastened upright boards, the black cut square on the top and the red pointed at the top. The present rule seems to be to replace all buoys carried away during the winter with tall spar buoys, the platform buoys having been designed to carry the lights placed on them at that time. Many of the spar buoys are whitened by birds roosting on them, so that it is hard to tell what color they are.

The conditions stated here are as the author found them after government officials had passed over the course fixing the buoys for the season. Later on in the season, bushes or some spar buoys may be placed that are not yet placed; or the buoys here stated to be on wrong side of channel may later be fixed; but the chart user is hereby warned and that is all the author can do.

Pages 18 and 19.

¶2. Third line should read, "The new platform buoys placed," etc.

¶6. There is a red spar buoy to east of channel, north of "old Mill Point."

¶8½. Buoy at Y is now a black spar buoy. Pass it at about 50 ft.

¶10. "The house in trees" has the tall pole of the distant wireless station seen right over it at the H end of the course.

¶14. To west of curve at K is a black spar buoy. Go by lines given. Buoy at L is now to south of centre of channel. The old red spar buoys here still show above water.

¶17. After the word "mark" insert the words "on west side."

¶18. The second red buoy from M is gone. Old stakes at that place still remain.

¶19. The next black buoy north of N is back from edge of channel.

¶21. The buoy at R is now a black spar, and along the edge of this course, between P and R, an extra buoy of the same variety is placed.

¶21½. Pass close to black buoy nearest Q.

¶24. Pass close to buoy at T.

Pages 20 and 21.

¶4½. Buoy at D is now south of the little island and not opposite to it as marked.

¶8. A red spar buoy is placed at the curve.

¶9. Last line should read "along the east side," etc. Four black buoys are placed off to the west side.

¶10. There is a red spar buoy opposite the slight curve of course here.

¶11. Buoy at K is now a tall red spar Black buoy marked "80," north of Y, is an old tripod.

¶15. Two spar buoys are placed opposite one another on the course between P and Q.

¶15½. Pass close to the red spar buoy opposite Q.

¶16. Pass close to the red spar buoy opposite Q. Midway between Q and R are two opposite spar buoys.

¶17. It has a red spar buoy opposite it.

¶18. There are opposite spar buoys midway of this course.
Buoy at U is now a tall black spar, and therefore on the opposite side of the course from where it is marked on the map. Third line of this paragraph should therefore read "east" of buoy instead of "west."

¶19½. There is a red spar buoy opposite the buoy at W.

¶20. Just north of W are opposite spar buoys marking the channel there. Buoy at X is an old tripod.

Page 22.

There are a number of spar buoys placed along this part of the route to further assist navigators.

¶4. The white spar buoy mentioned here is gone.

Page 24.

There are some spar buoys placed along this part of the route to assist sailing safely.

Page 26.

There are several spar buoys placed along this part of the route between Jones Falls and E, one of which is just south of E and over 100 ft. from the course. The four buoys marked on map near Chaffey's Lock are all of the platform variety, except the one nearest Chaffey's, which is an old tripod

Pages 28 and 29.

¶8 North of the "wee islet" for some piece is a shoal, marked on the map, which some have struck by getting too far to the west here. If the described course is followed the boat will not come near the shoal.

Pages 36 and 37.

The author was unable in time to get over this part of the route to note any slight changes which may have been made. Careful reference to the map and relative distances will show plainly where any **extra** spar buoys may have been placed, so there need be no difficulty in sailing it safely.

Page and 39.

In Poonamalie and Smith's Falls the author was unable in time to get over the c to n any slight changes in aids to navigation. There may be spar buoys cing he bushes at C and placed other places. No difficulty, however, should be ex ced sailing this part of the course.

¶t on place opposite spar buoys are placed.

¶he b ck buoy below McCreary's locks, marked "40," may be passed at 20ft., and e re one at the curve below that.

¶he b ck buoy at entrance to cut to Mill's Lock is now a spar. There is no barre hoal above little island opposite it.

¶The red buoy nearly opposite K on the long straight run at that place has been by ice to opposite side of channel. Keep the course straight and ignore it.

Page

¶The ed buoy at T has the top leaning. Pass it at about 100 ft.

¶Th red buoy at L is now a spar. Pass it at about 100 ft.

¶Th red buoy opposite V has only the platform left.

¶bou midway between V and Q, off to the west from the channel, is probably the p m b oy from L. Ignore it and go by V and Q and the range lines marked.

¶ Red buoy at Q is now a little farther down stream, at the turn.

¶ Red buoy opposite "cottages," marked "50," has been shifted down stream into el so that deeper water is on west side of it. Make the turn at lower end of th ees on east shore, instead of around the buoy.

¶ead "short" for the word "tall."

¶ At the curve below F, between buoys marked "60" and "40," a tall red spar has been placed.

Pag

¶Curve at L is marked by two black spar buoys.

¶. By point, opposite R, is a red spar buoy.

Pag

¶he buoy on this sunken island is a black spar.

¶he buoy of this sunken island is now below island altogether, about in the midd the channel. Go by marks and shore line on west side.

¶Buoy nearly opposite E in "RIDEAU" is now down by the little point shown just w it on the map.

¶At the first curve below "Catch-all" the middle one of the three buoys is now a spa

he second curve below "Catch-all" the upper of the two red buoys is now a little her up stream and to east of centre of channel.

the fourth curve with three red buoys, the one at down-stream end is low in the r and farther up stream than marked.

buoy just above Eligh's wharf is now a spar.

Pag 43.

Buoy at entrance to Kemptville Creek is a black spar.

Buoy at E is a tall black spar.

½. Buoy at F is now at turn, and not above it, as marked.

0½. Place a J opposite buoy marked "100," between F and K. This buoy is now east of centre of channel and down stream some.

2. Just above point by this course is a black spar buoy.

1. It is a tripod buoy and now tipped over.

4½. At McGahey's Big Bend are three red spar buoys.

Pag 44.

5½. There is a red spar buoy at curve opposite G.

6½. On west side of channel along curve just above H, is a lodged platform with old ush on it.

Pa 45.

¶1. The end of this paragraph should read, "on east shore." Just below the cribs on est side of channel is corner of old stranded platform sticking up.

2-7. There is a red spar buoy just below turn at J.

¶11. The second and third lines here should change places to be read correctly. Ma e the curve at T a long one, 100 ft. from low shore.

After the words "Going up at T", add the words "curve with a long turn to," etc.

¶12½. There is a snag to west side of channel opposite "High Bank."

Pa e 46.

¶5. In place of "large boat-house" read "lower end of cement wall along water.

Table Showing the Location of the Locks, their Number and Lift.

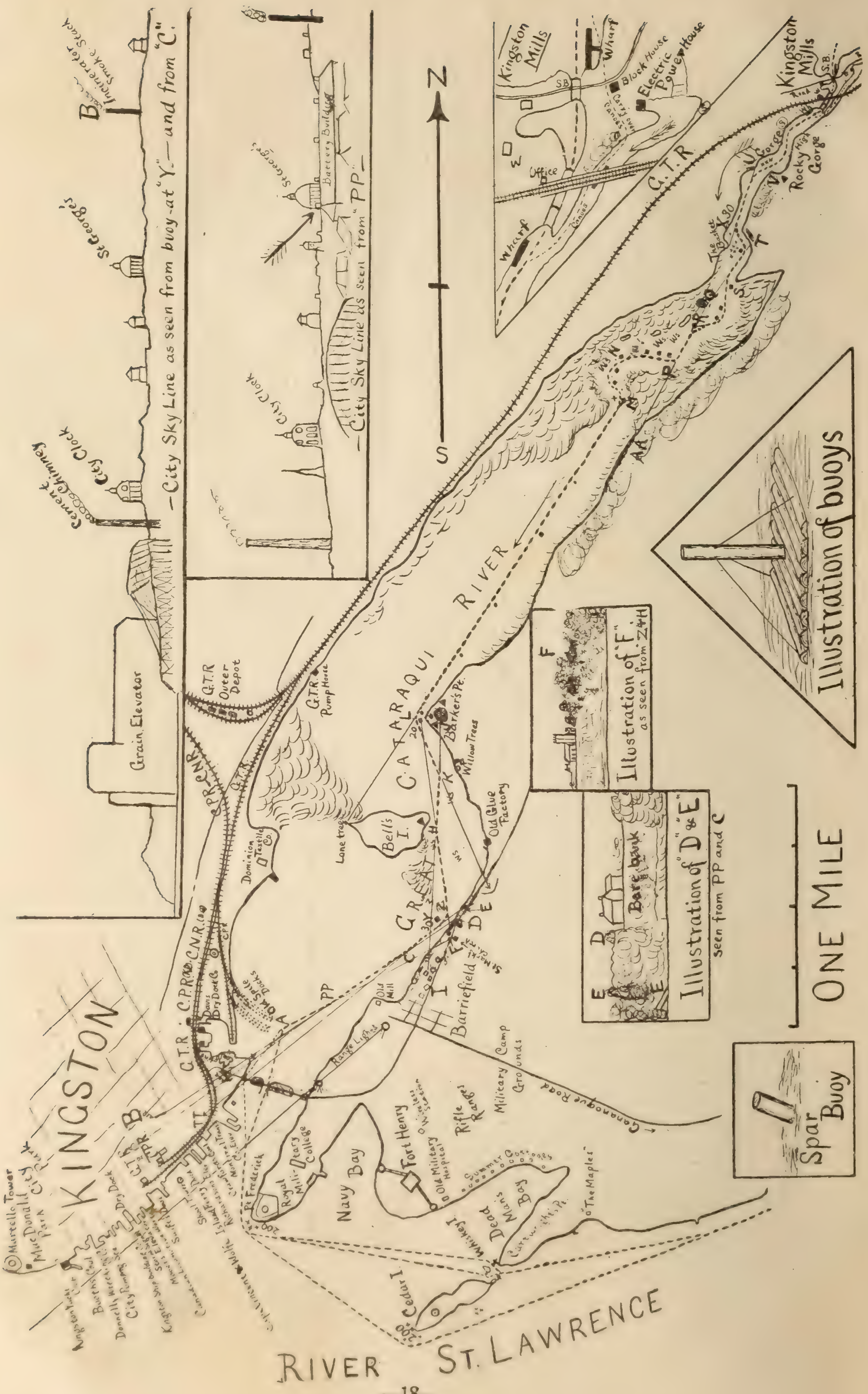
Little Rideau Lake is the highest water of the route lying between Newboro lock and The Narrows lock. Boats lock UP when sailing from either direction toward this lake and lock DOWN either way going from this lake.

As the buoys, red or black, are placed according to flow of water, the red ones are on right side of course going toward Little Rideau Lake from each end, and on the left side going from that lake either way. See "The Buoys," page 16.

Location or name of lock.	Number of locks.	Lift of locks at low water in feet and inches.
Kingston Mills	4	45
Washburn	1	13
Brewer's Mills	2	17–6
Jones' Falls	4	60
Foster's (Davis')	1	9
Chaffey's	1	12
Newboro	1	9
Little Rideau Lake. Highest water.		
The Narrows	1	4
Poonamalie	1	7–9
Smith's Falls	4	33–9
McCreary's	2	15–6
Mills'	1	10–10
Kilmarnock	1	4–9
Merrickville	3	25
The Flats, Clowes	1	10–6
The Flats, Nicholson's	2	15–2
Burritt's Rapids	1	10–6
Long Island	3	27
Black Rapids	1	10
Hogsback	2	13–6
Hartwell's	2	22
Ottawa	8	82

PERTH BRANCH.

Beveridge, 2 locks, 26 ft. rise.


KINGSTON
Martello Tower
MacDonald Park
City Park
Kingston Yacht Club
Buehn's Coal
Donnelly Wrecking Co.
City Pumping Sta.
Dry Dock
Kingston Ship Building Co.
C.T.R. & C.P.R.
B
T.T.
Shoal Tower
Island Ferry Dock
Richardson's Elev.
Montreal Trans. Co.
Wolfe Island
Pt. Frederick
Royal Military College
200
Navy Bay
Fort Henry
Old Military Hospital
Wireless Station
Rifle Ranges
Military Camp Grounds
Gananoque Road
Summer Cottages
Dead Man's Bay
Cartwright's Pt.
"The Maples"
Whiskey I.
Cedar I.
RIVER ST. LAWRENCE
G.T.R.
C.P.R. & C.N.R.
Davis Dry Dock Co.
Oil Docks
A
PP
Old Mill
Range Lights
Barriefield
St. Mark's Ch.
D
E
F
C
I
G
H
K
L
Z
30
20
Dominion Textile Co.
C.P.R. & C.N.R.
G.T.R. Outer Depot
G.T.R. Pump House
Lone tree
Bell's I.
Old Glue Factory
Willow Trees
Barker's Pt.
CATARAQUI RIVER
AA
M
N
O
P
Q
R
S
T
U
V
W.S.
The Basket
X 30
Gorge
Rocky High Gorge
Road
S.B.
Kingston Mills
G.T.R.
Grain Elevator
Cement Chimney
City Clock
St. George's
Incinerator Stack
B
—City Sky Line as seen from buoy "Y."—and from "C".
City Clock
St. George's
Battery Building
—City Sky Line as seen from "PP"—
S
N
Kingston Mills
Wharf
SB
Block House
Electric Power House
Carry over Canoes
Canoes
Office
W
Wharf
Illustration of "F" as seen from Z & H
F
Illustration of "D" & "E" seen from PP and C
Bare bank
D
E
Illustration of buoys
ONE MILE
Spar Buoy

BETWEEN KINGSTON AND KINGSTON MILLS.

Sailing Directions.

1. This is one of the hardest parts of the route to navigate safely. Look out for half-sunken logs and floating islands of rushes in the channel, especially near Kingston Mills.

2. The buoys on this part of the route are mainly anchored floating platforms with central painted post (see illustration), though there are a few spar buoys. The new ones placed have tops like page 40. The location of the buoys is indicated on the map by a small solid square by the side of the dotted line. Keep about 20 feet from all buoys, unless otherwise directed, or marked.

3. Kingston Causeway Bridge. The signal for the bridge man is three long blasts and a short one. The east end of the span lifts up. Launches without top may pass under a cement arch of causeway, made for that purpose by west shore (and between spiles of old spile bridge to north of it, if not removed), as indicated by the light dotted line.

4. Going north, boats should sail from bridge to A, about 200 feet to east of remains of old spile dock, then turn on church tower on high east shore at F.

5. PP is the place where the east chimney of old battery building is opposite east side of St. George's Cathedral dome. See illustration of city sky line as seen from PP. Going south from PP, any course may be taken, as water is all deep and free from weeds south of this.

6. Between PP and C, course is on a line between the tall iron incinerator chimney at B (see city skyline as seen from C), and tree in front of house on north end of high bare bank at D (see illustration of D).

7. C is a spot opposite tallest willows and an old building on east shore.

8. Between C and buoy at Y, course is on a line between tall cement chimney on city skyline (see illustration) and a tall tree over road end coming down to the water at E (see illustration of E).

9. Between buoy at Y and turn at Z, course is parallel to bare bank. Z is opposite extreme north end of this old quarry bank, which can be seen.

10. Between Z and H course is on a line between house in trees at F, at south end of the bare quarry bank (see illustration of F as seen from Z and H), and the buoy off Barker's Point at L, or north end of pointed tree tops in skyline.

11. H is opposite little bay on east side of end of Bell's Island.

12. Between H and K course is on a line between houses, seen at I, and thick clump of trees back of single tree close to end of Barker's Point at J.

13. The turn at K is opposite a willow tree on shore, and fence coming down to water.

14. Between K and buoy at L, course is on a line between highest point of trees in skyline on east shore, a little south of old glue factory by the water's edge, and 20 feet to south of the buoy at L.

15. North of L there is a spar buoy, the turn being 20 feet off from each of these buoys.

16. Between L and M is a straight dredged-out course (of a little over 1½ miles) between 20 feet to west of spar buoy at L and the buoy at M, which is a line between lone tree at west side of Bell's Island, and notch in skyline to the north.

There are bushes and generally a few buoys each year along on the mud underwater bank along east side of this straight course. Keep 20 feet from these.

17. Notice shoal mark opposite buoy at M.

18. Between M and N follow the shape of the dotted line. Some bushes are generally placed between the buoys. Just south of N there has been a bush placed on east side of channel for some years.

19. Between N and P make the curve gradually, passing about 20 feet from buoys, which vary in number.

20. At the turn at P there are sometimes two buoys marking the turn, one to north of the one marked on map. If only the one, make the long turn indicated.

21. Between P and R course is on a line between edge of woods on shore line at AA, and east side of point with trees in the rushes at Q.

22. Notice curve to north of buoy at S.

23. Between curve to north of buoy at S and buoy opposite T course is on a line between east side of point with trees on it at Q and oak tree to east of evergreen trees at T.

24. The turn by buoy at T is midway between buoy and rocky, reedy shore, as shown.

25. This place, called "The Basket," contains rocks indicated by shoal marks to west of buoy.

26. Between buoy opposite T and the straight dredged-off bank at **X**, course is midway between rocky shore on east side and two short black spar buoys indicated by round dots on the map. These do not show in high water.

27. Between X and U, course is on a line between end of little point opposite "The Basket" and east end of high rock by water at U, passing 30 feet from the straight bank, as indicated.

28. Turn at U is about 30 feet from high rock.

29. Opposite point V is a rock shoal, sometimes bushed at one or both ends, but showing in low water. Pass nearer to the point at V (one-third of the distance across to shore opposite), as indicated by the position of the dotted line.

30. Notice position of dotted line along west side, between outlet of Rocky Gorge and the locks.

31. Canoes (if not locked through) are carried over as indicated on enlarged section of Kingston Mills.

Going south read paragraphs 1 and 2, then 30, 29, etc.

Descriptive.

Kingston is a historic old city and has many points of interest worth taking time to investigate.

From the La Salle Causeway Bridge to the buoy at Y is about an even mile; and to Kingston Mills is slightly over **5¼ miles.**

Cape Vincent and Wolfe Island Ferry dock is nearest public dock to supply stores of all kinds.

At Kingston Mills the scenery is very beautiful, and the view from the heights, either side, is worth climbing for. There are four locks here and 45 feet rise. Overhead passes the picturesque double-track bridge of the Canadian National Railway (Grand Trunk main line). When going north, a pass to destination on the route must be obtained here, **at present without charge.** A well of good water is near the office. There is a splendid spring on east side, back by trees, above bridge, handy for canoes, landing indicated by S on enlarged section. At the upper lock, crossed by a swing bridge, an old block house may be seen at the east side.

Where to Supply Your Wants in Kingston.

	Page
Women's wear, wools, etc	55
Diamonds and watches	56
Shoes of all kinds	57
Men's and boys' clothing	58
Drugs, photo. supplies and prints	59
Hotel accommodation	60
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Fishing tackle and music records	66
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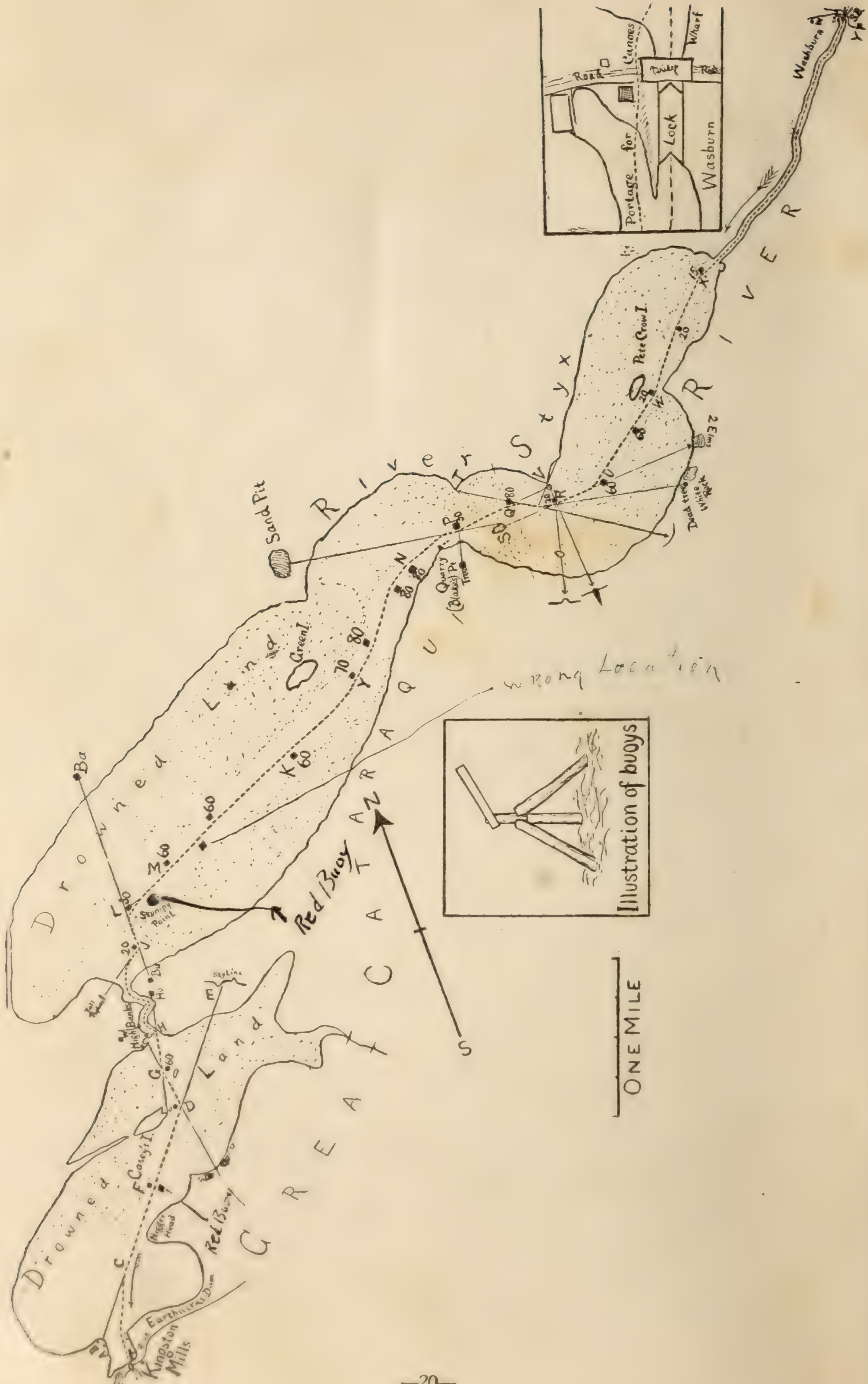

Kingston Mills
Earthworks Dam
Drowned Land
Drowned Land
Nigger Head
Red Buoy
Casey I.
C
F
D
G
60
E
Sky Line
High Banks
H
Ho
Bu
Tall Pine
J
20
L
Stumpy Point
Red Buoy
M 60
60
Ba
K 60
Green I.
70
Y
80
N
80
Quarry (Blakes) Pt
Tree
P
Sand Pit
River Styx
Q 80
S
120
R
V
60 U
Dead tree
White Rock
2 Elms
W
Pete Crow I.
20
X
15
Washburn
Y
River
Great Cataraqui
N
S
wrong Location
Road
Canoes
Wharf
Bridge
Portage for
Lock
Wasburn
Illustration of buoys
ONE MILE

BETWEEN KINGSTON MILLS AND WASHBURN.

Sailing Directions.

1. The chief danger along this part of the route is from **submerged stumps.** Occasionally a half-sunken log, with one end floating low, gets in the channel. Sometimes a snag is floated and left in the channel by ice, in the spring.

2. The course as indicated and described, will, as a rule, lead midway between stumps showing above water. In very high water hardly any stumps show.

3. The buoys on this section of the route are the floating anchored platforms with central painted posts. A few old buoys, like illustration, still remain. The one at "F" is often shifted to the east by south-west winds. Go by line C-D. (Portage for canoes at Kingston Mills is shown on enlarged section of map, page 18. There are chains in each lock on east side to hold to in locking through.)

4. Between C and D is a line from a spot midway between willow trees at A and pine trees at B, and a spot midway between high tree and the notch in the sky line shown at E. This will pass about 20 feet to east of anchored floating buoy at F (if it is not moved), and about 40 feet to east of buoy at D. Go by line C-D.

5. Between D and G course is on a line between open field space between trees on east shore, and little point of land to north, with cottage to west of it by shore. This goes between the two small islands in a diagonal direction.

6. Between G and H course is on a line between east end of trees on Casey's Island, and house beyond H, as range lines show.

7. Keep over toward east shore at H, as opposite point has shoal water leading off a ways from it.

8. Between High Banks and first buoy to the north notice curve to west. The buoy half of this curve is on a line between 20 feet to east of buoy and some tall poplars seen to west of High Banks channel entrance.

9. Between J and L course is on a line between two barns on the opposite shores. This line passes about 20 feet to north and east of buoy at J. and 20 feet to south of buoy at L. The course, however, curves to pass about 30 feet to east of buoy at L. Between J and L the channel is quite narrow, having Stumpy Point (all under water) running along the one side almost to buoy at L.

10. Between L and M course is on a line between buoy at L and 60 feet from buoy at M, but curving to pass 30 feet from buoy at L.

11. Between M and N course is central (between stumps showing above water) passing buoys at distances marked on map.

12. Notice shape of dotted line between K and Y.

13. Opposite N is a shoal place which deep draught boats may touch in low water, if they make the turn too wide from the buoy.

14. Between N and P course is on a line between about 80 feet to west of buoy at N and straight for the buoy at P; but near P course curves to pass 30 feet to east of buoy. The correct position when approaching P from the south is with stern on sand pit away on west shore, and bow on north edge of little island at S as shown on map. When low rocky point is between you and a blocky basswood tree back on the point, turn on the buoy at Q. This would take past this spot if the buoy at P (called "The Chimney") were gone.

15. Between P and Q course is on a line straight between 30 feet east of the buoy at P and the buoy at Q. If the buoy cannot be made out from P steer for little island by the point just ahead (at V) and the buoy will be made out later in that line.

16. Between Q and R the course is a double curve, as indicated. When going east, pass Q at about 80 feet, curving gradually to get stern on little point to the west, at T, and bow on highest part of bluff of trees in sky line to south of white rock on east shore. Keep this course till the next point beyond V appears, then turn northerly and steer for dead tree, a little south of the white rock.

Going west, at R get stern on dead tree a little to south of white rock on east shore, and keep this course till the point beyond V is in line with V, then turn toward little point at T and stern should be on highest part of bluff of trees in the sky line, just south of the white rock on east shore, and when nearing Q curve off to pass it at about 80 feet, and to get in line between it and 30 feet to east of buoy at P, called "the chimney." This course usually has some bushes along the north side of channel.

17. Buoy at R is where little island off to the south is opposite notch in sky line beyond.

18. Between R and U. Going east, at R turn gradually to get bow on two elms on east shore, and the buoy at U. Stern of boat should be on centre of island at S. Near U curve to pass 60 feet to west of buoy.

Going west, at U turn gradually to get bow on centre of island at S with stern on buoy at U or the two elms beyond on the east shore.

19. Between U and W the channel is not very wide and there are many under water stumps. Keep a straight course. If wind is heavy the channel may be plainly seen without regard to the buoys; for there are then big waves in the deep water of the channel and much smaller ones in the shallow water outside.

20. Between W and X the narrow dredged-out channel, in windy weather, shows high waves, for it is quite shallow outside. The slight turn at the buoy midway is opposite dry oak tree on east shore. There are generally bushes placed opposite the buoys at W and X, the channel lying between.

21. Between X and Washburn lock position is central, as indicated, avoiding weed beds by watchfulness.

22. There are chains to hold to on west side of lock at Washburn.

23. Portage for canoes is shown on enlarged sections of Washburn Lock.

24. When going south, read paragraphs 1, 2 and 3, then 21, 20, 19, etc.

Descriptive.

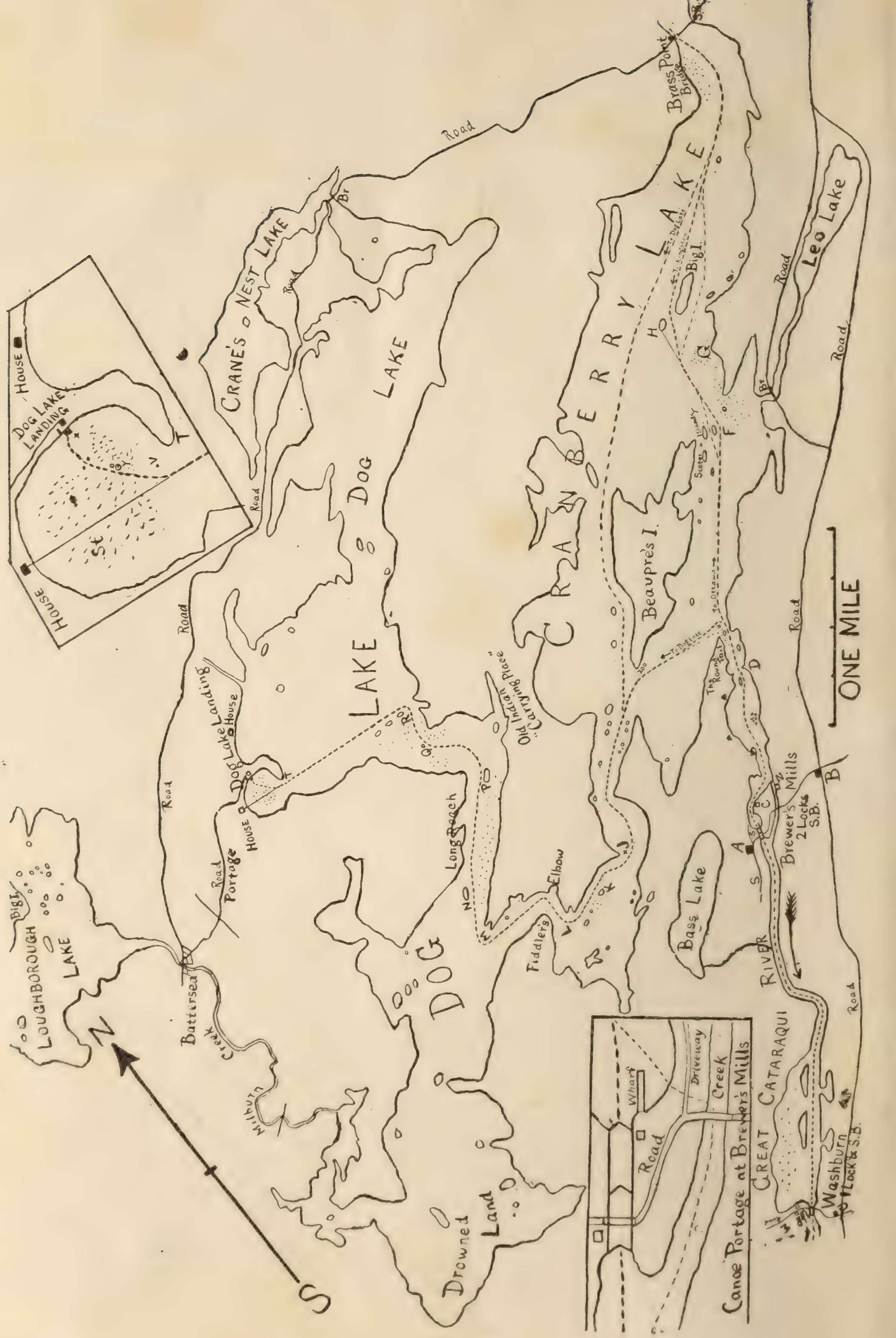
For Kingston Mills notes see page 19. This run is 10½ miles.

Stretching away to the east, at Kingston Mills, is the dam 6,000 ft. long and 14 ft. high, which makes the next 7½ miles above it to be mostly through "drowned" lands, with under-water stumps as the menace to the navigator. "Stumpy Point" has brought to grief many would-be navigators who were "bluffing" it over the route without the necessary knowledge.

The point opposite H is a good clay bank for tent, with deep beach for boat on north side. Good water and milk may be had at form house to west, reached from lane, shown on map, if camp spot is not used.

At Quarry Point (now Gordon's Pt.) are three petrified tree trunks, standing upright in edge of cliff, along to the right a little from the old wharf (now earth only), where you land. One of these may be seen from the water while passing. A section of it has dropped out. Another is 4 or 5 feet in diameter as may be seen from the top of the bank.

For Washburn notes see page 23.


LOUGHBOROUGH LAKE
Big I.
N
S
Battersea
Creek
Milburn
Road
Portage
House
Dog Lake Landing
House
DOG LAKE
Long Reach
Old Indian "Carrying Place"
Fiddlers Elbow
Drowned Land
HOUSE
DOG LAKE LANDING
HOUSE
St
T
CRANE'S NEST LAKE
Road
Br
CRANBERRY LAKE
Brass Point Bridge
Big I.
H
G
F
Br
Beaupré's I.
Sister Islands
To Ottawa
To Dog Lake
200
The Round Tail
D
Brewer's Mills
2 Locks S.B.
A
B
C
S
Bass Lake
GREAT CATARAQUI RIVER
Washburn Lock & S.B.
Leo Lake
Road
ONE MILE
Canoe Portage at Brewer's Mills
Road
Wharf
Driveway
Creek

ROCK PROFILE OF DUKE OF WELLINGTON, COURT OF THE DUKE, CRANBERRY LAKE.
(Photo by the Author.)

Sailing Directions.

1. Between Washburn and Brewer's Mills the course is merely keeping in the centre and out of the weeds.

2. There are chains on west side of lock at Washburn and Brewer's Mills for holding to. Portage for canoes at Brewer's Mills shown on enlarged section of locks. Portage at Washburn shown on enlarged section, **page 20.**

3. Cranberry Lake. Pass 20 feet from small island just south of the Duke's profile at D.

4. At "The Round Tail" the deep water course passes to the east of the little island and of a white spar buoy to the north of it (marked on map by a small cross) which marks the location of a sunken boat. The left side, however, has plenty of water centrally for shallow draught boats.

5. At "Sister Islands" F marks the usual course taken, but course between the two islands is just as safe.

6. Between F and the turn opposite G the course is on a line between course east of islands at F, and the west end of small island at H, to avoid under-water stumps off point at east side.

7. The course, marked by light dotted line, to east of Big Island, is safe for motor boats, but steamer course is to west side.

8. South of Brass Point Bridge keep middle positon, except near the draw.

Dog Lake Side Trip.

(A west course to enter Dog Lake from the north is shown.)

1. Between Beaupre's I. (200 feet off it) and point at J keep central position.

2. At J. a cross marks location of Lonesome Oak stump, under water except in very low level. On south side of point at J keep nearer J than K, as indicated.

3. Between K and L course is central, or nearer shore side.

4. At Fiddler's Elbow make the turn three-fourths of the distance over from the point, as there are many stumps (showing only in low water) stretching from the point about half way across or farther.

5. Between Fiddler's Elbow and point at M keep central position giving the point a good clearance.

6. Pass 40 feet from island at N and nearest the north shore of "Long Reach," as indicated.

7. Pass 20 feet from island at P.

8. Between P and little island at Q, course is S-shaped and passes about 30 feet from island at Q.

9. Between Q and R there is a curve to the west midway between stumps.

10. At R position is central.

11. Between R and T course is on a line between turn at R and house beyond T. Do not mistake house to the north for this one.

12. At T keep about one-third of the distance across from the point, as indicated. For entrance to or exit from Dog Lake Landing consult the enlarged section.

13. Between T and the two stumps at Y there is only one stump showing (at V) to north of course.

14. At Y are two stumps together, one a very large one with a stake in it. The boat should almost touch it in passing, to avoid an under-water stump at the other side of boat, which is not always marked with a stake in it.

15. The end of the course through the stumps on the land side is usually marked by two stakes stuck in the mud, marked as two dots on map.

16. Go slow through the stumps, and if in doubt stop engine and paddle.

Descriptive.

At Washburn there is one lock with a lift of 13 feet.

On the east side, at U, around turn in road is a post office with telephone and telegraph connections.

On the west side is a splendid well of water on hill on south side of road. On that side too is a general store.

This place was originally called "Lower Brewer's."

There is a good wharf above the lock, on east side.

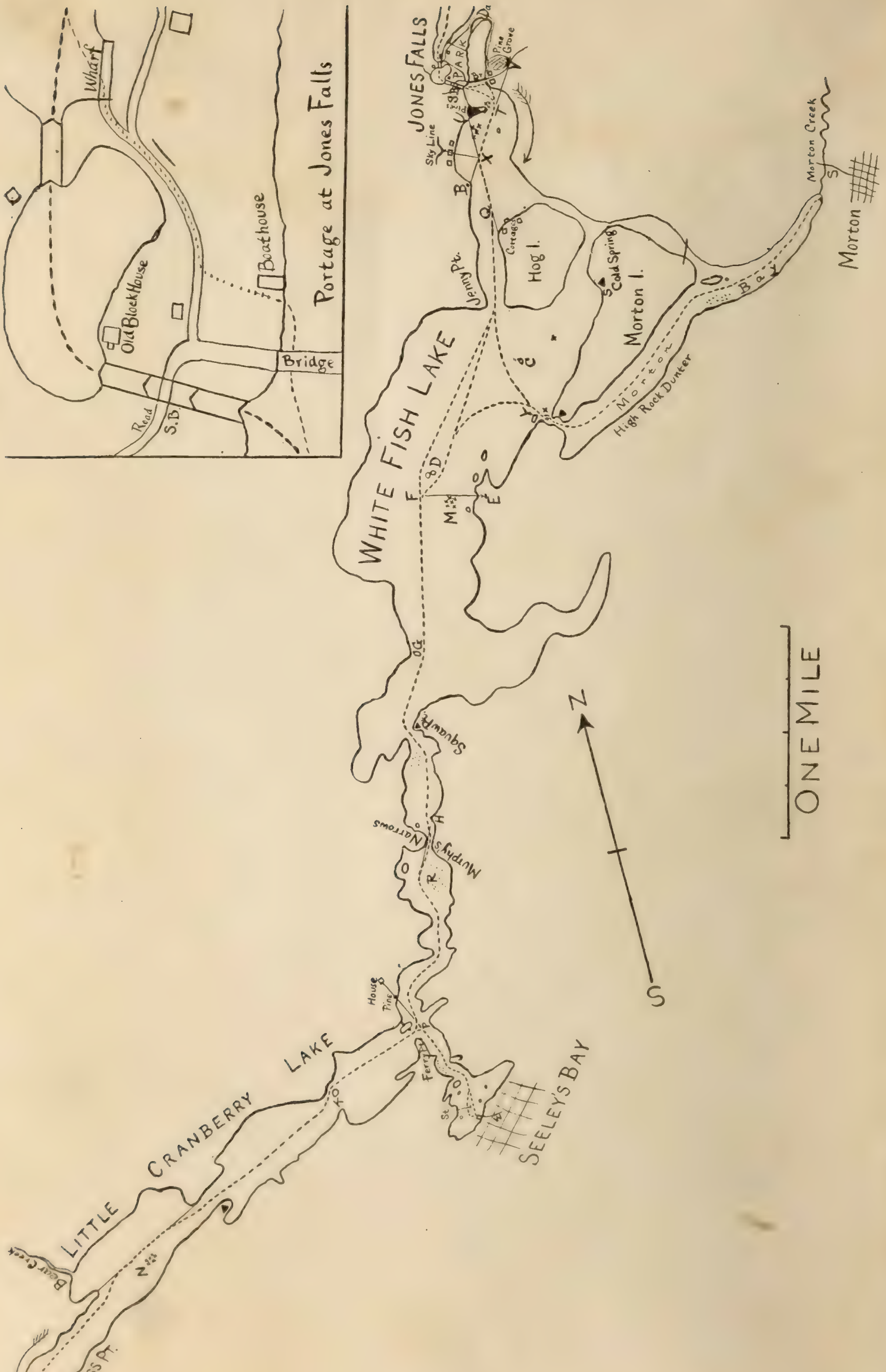
At Brewer's Mills are two locks and 17½ feet lift. Close by are two springs of water, marked S. The temperature of the one by locks was 48 F. in a hot year, 1919. The one to the south, by road (never dry), was 47 F. the same year.

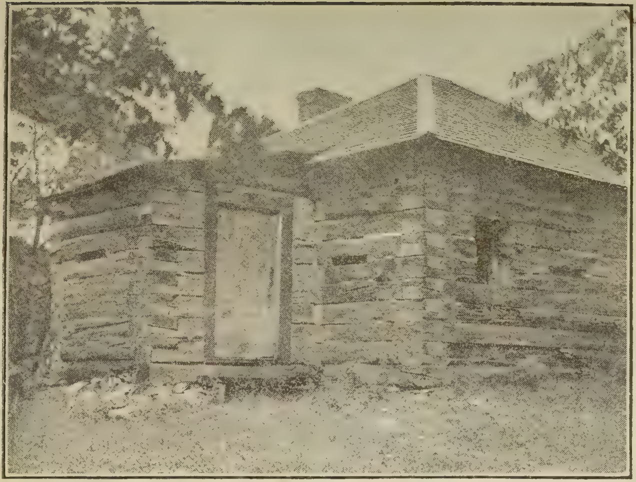
There is a general store at A, a post office at B, lock-master's house perched on high, rocky hill at C, and a mill at Z.

Just north of Z are several good camp spots opposite an abrupt wooded shore, perhaps 100 feet high. At D is the profile of the Duke of Wellington in natural rock, projecting out over the water, seen best looking north. This little stretch of water, about a mile long, "The Court of The Duke," is intensely beautiful and is the southern end of the chain of Rideau Lakes. Between this and Kingston, dams, locks and dredging have transformed the once Cataraqui River into the present navigable waterway.

"The Round Tail" was probably so named from the rounded, solid rock formation of the end of the tail of land which separates this beautiful "Duke's Court" from the rest of Cranberry Lake.

The side strip into Dog Lake, about five miles, is certainly worth while if only to see its beauties. Dog Lake Landing is a mile from Battersea, straight along the crooked road. At that village, with telegraph and telephone connection, are two summer hotels patronized well by tourists on account of the good small-mouth bass fishing to be had in Loughboro Lake, a short distance up the creek by boat.


Portage at Jones Falls
Wharf
Boathouse
Old Block House
Bridge
Road
S.B.
JONES FALLS
PARK
Pine Grove
Sky Line
B
Q
X
Jenny Pt.
Cottage
Hog I.
Cold Spring
Morton I.
Morton Bay
High Rock Dunker
Morton Creek
Morton
WHITE FISH LAKE
D
F
E
M
Squaw Pt.
Murphy's Narrows
H
R
House
Pine
Ferry
St.
SEELEY'S BAY
LITTLE CRANBERRY LAKE
K
Bear Creek
BRASS PT.
S.B.
N
S
ONE MILE



OLD LOG BLOCKHOUSE, BY JONES' FALLS' LOCKS.
(Photo by the Author.)

Sailing Directions.

1. **Little Cranberry Lake.** Shoal at N will be safely passed by going no closer than a line between the two points, as indicated.

2. At K is a shoal making north side of island the safe course.

3. At R is shoal water and stumps. Going north keep well over to west of center till pine tree on end of little point at H, through Murphy's Narrows, is just out of sight. Going south from the Narrows incline to the right (west) side till pine tree on end of little point at H is just out of sight, and keep that course (where it is just out of sight), to get about two-thirds way across, then round to narrow exit to the south as indicated.

Entering Seeley's Bay. Between P and point J course is on a line which passes through pine tree and house on north shore. In other words get the pine tree between you and the house.

Pass 30 feet from point J. Too wide a turn here will encounter stumps opposite. South of J central position is taken, then straight to wharf. On way to wharf there is a stump to one side, under water, in line with south corner of wharf, which deeper draught boats may strike, indicated by "St" on map. Its location is usually marked with a stake. There are some spiles under water a few feet from wharf on south side near outer end.

4. There is deep water close up to little ppoint at H.

5. Between H and Squaw Point course is along east shore till turn by narrows into Whitefish Lake.

6. **Whitefish Lake.** Clear well the island at G.

7. At M is "Lonesome Oak Shoal," opposite a white rock back from shore at E. If passing to east of islands at D, from the south, do not make turn at F until opposite this rock.

8. Steering north from west side of islands at D, a high pine on the sky line is the steering point.

9. At C is a rock-pile island on a line between Jenny Point and the entrance to Morton Bay, a fact which helps to find that narrow entrance.

10. Between Q and X course is on a line between point of Hog Island and west side of pine trees on point, as indicated.

X is the place where the lines QU and BT cross each other; and is where notch in sky line, on west shore, opens up and is behind the middle of three buildings there.

11. Between X and T course is on a line between little crooked pine tree on little point at B and east side of pine grove beyond hotel at V.

12. Notice shoal marks north of point by T.

13. There are chains in locks at Jones' Falls at north side for holding to.

14. Portage for canoes shown on enlarged section.

If side run into beautiful Morton Bay is taken, pass 30 feet to north of island at Y, steering toward south side of little island in the entrance (to avoid shoal marked), then turn to pass to north of it. Beyond that the course is central, except opposite the small island up in the bay where stumps are marked on map. At Morton landing there is a sunken barge near east side between wharf by dam and small storehouse on same side. (For the rest of the Kingston-Morton-Gananoque-Kingston canoe circuit, **see pages 48 to 50.**

Descriptive.

The ferry at Seeley's Bay entrance, from point to island (which is connected to mainland by a bridge), consists of a flat or scow, large enough to hold a team of horses and wagon. It is propelled by hand by means of a chain, lying on bottom, being pulled over pulleys on the scow.

Seeley's Bay is a flourishing town where supplies of all kinds may be obtained.

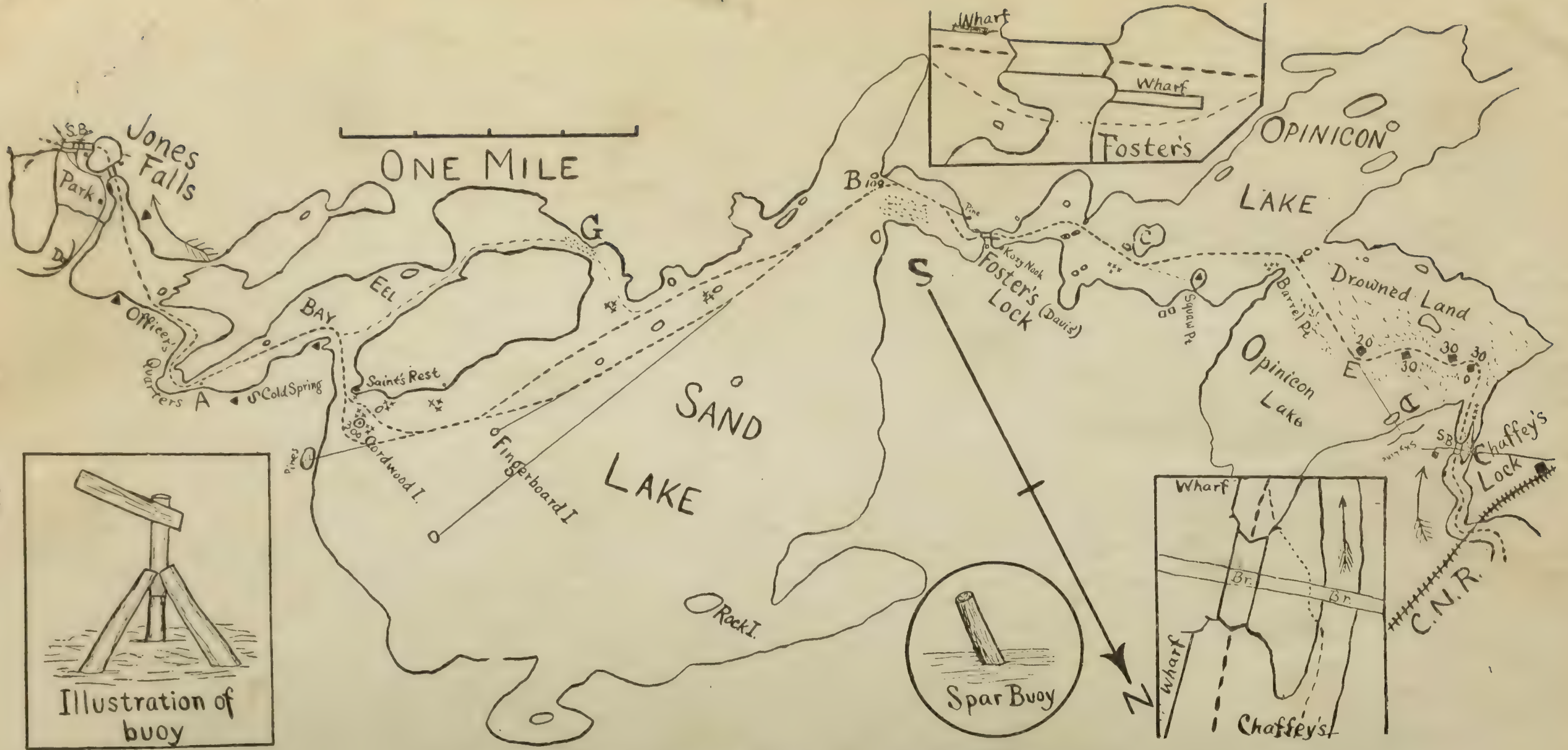
At Squaw Point, a beautiful camping spot, Whitefish Lake, three miles long is entered, when going north.

On south end of morton Island, in the narrows, is a cozy shut-in camping spot which is best suited for a mid-day fish-fry and rest in the shade. Look out for underwater stumps by this shore.

On east side of Morton Bay is a grand abrupt shore of rock several hundred feet high, called **High Rock Dunter,** with quite large trees growing high up on its almost perpendicular side.

On the Whitefish Lake side of Morton Island is **Cold Spring Camp** spot. The author, however, is not familiar with the water toward it beyond C. Temperature of spring here is 46 F. in hot years.

At Jones' Falls by wharf is a general store and post office, and hotel. By back door of hotel is a well of splendid water, temp. 51 F. Connected with the locks at this place is quite a large park. By the upper of the lower 3 locks is an old wooden blockhouse (see illustration); and another one, occupied by the lockmaster, stands on the height by uppermost lock. Beyond this is the beautiful "by-wash" falls, seen best from down below, and farther on an immense circular dam (the original site of the falls) said to be 400 feet long, 300 feet thick at the base and 90 feet high. It is a fine walk to continue on around the hill and down under the trees along the water ending at the road by the hotel again. Just south of the uppermost lock is the old blacksmith shop where the extensive ironwork of the locks were made. The four locks here make a rise of 60 feet. Crumbs and a landing net will secure quickly a pan fry of blue sunfish at the hotel wharf, or wharf above upper lock.



BETWEEN JONES' FALLS AND CHAFFEY'S LOCK.

Sailing Directions.

Portage for canoes at Jones' Falls is shown on enlarged section, page 24.

There are chains in locks at Jones' Falls, north side. There is a wharf on the north side close by upper lock, and another below the locks by the hotel.

1. Before making those narrow sharp turns called "Officer's Quarters," it is customary for boats to whistle to avoid collision.

2. At the extreme east end of Eel Bay, at A, is a spar buoy (see illustration) on a submerged rock pile.

3. Sand Lake. Either side of Cordwood Island may be taken, though the shape of the course indicated and the shoal water marked, should be carefully noted. If passing west side keep closer to west island, about 40 feet off.

4. There is a choice of courses in crossing the lake. There is good deep water both ways. The south course is narrower but has the nearby dangers carefully marked on the map.

5. Notice the 100 feet distant mark at B, avoiding the stumps marked opposite. Note the range line between point at B and pine tree on shore, and do not go north of it.

By keeping just a good distance (say 60-80 feet) off the north shore (the island), one may go to the extreme end of Eel Bay and out into Sand Lake proper. But the shallow narrows, at G, must be navigated very carefully, preferably with a paddle, for besides the weeds there are some stumps.

There is a high crib wharf above the lock at Foster's on the north side, and a convenient low one on south side below the lock. Chains on north side of lock.

Portage for canoes at Foster's is shown on enlarged section.

6. Opinicon Lake. The buoys on this lake were tripods (as illustrated), but all renewals are now made with floating platform buoys with central painted posts. Their location is indicated on map with small solid square by dotted line.

7. Keep pretty close to large island at C to avoid shoal marked opposite.

8. Keep a good distance away from the south side of Barrel Point to avoid shoal marked there.

9. At the end of the point keep about 50 feet from it.

10. Between Barrel Point and the buoy at E, going north, from 50 feet off the point steer straight to pass the buoy, as indicated, making a sweeping curve around it. If the buoy cannot be seen from the point, steer for notch in skyline midway over island, at D, until buoy can be seen. The island looks like a point.

Going south, after turning at buoy, steer for Barrel Point side of opening, between it and the island to the west. There are under water stumps both sides of the course here, so keep straight.

11. Between buoy at E and Chaffey's Lock the course is a succession of sweeping curves, passing buoys at about the distance marked on map.

12. At Chaffey's Lock entrance there is a shoal about 100 feet from, and in line with, the point of land between bye-wash outlet and the lock entrance. Straight steering to and from the lock will avoid it.

13. There are wharves at Chaffey's on the east side, both above and below the lock. Chains also are placed on east side of lock for holding to.

For portage at Chaffey's see enlarged section of lock on map.

Descriptive.

For Jones' Falls notes see page 25.

Between the upper lock at Jones' Falls and Sand Lake the narrow winding passages are intensely beautiful, at several places showing no outlet where map indicates it until close up to the spot.

Cold Spring on Eel Bay is **cold** (44 F in July, 1918) with a large flow, and has a cement tub around it. There are submerged stumps in the bay by it, especially at east side, convenient to camping spot, though going direct to spring from channel there is only one stump usually marked by a bush.

The run across Sand Lake is about 2½ miles.

On Cordwood Island is a fine colonial cottage facing the lake and the setting sun.

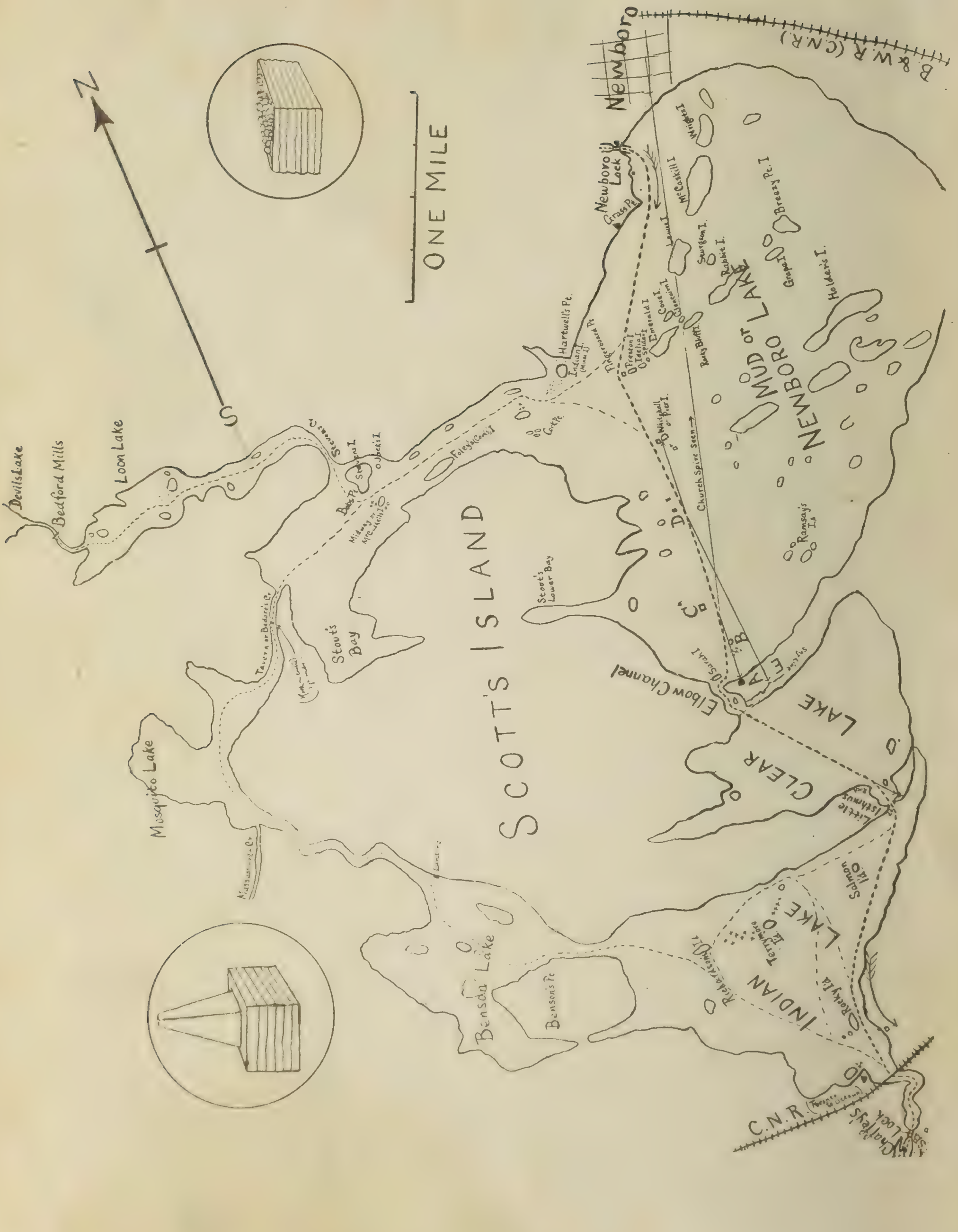
At B only the block house can be seen; for the lock is hidden by the little point by it, as map indicates.

The lift at Foster's lock is 9 feet.

Squaw Point, Opinicon Lake, is almost an island and a splendid camp spot. Launches may be moored against the east shore; and blue sunfish may be had at the same place with crumbs and a landing net, if desired.

At Chaffey's Lock there are many campers (in season), the Opinicon Club Hotel, a large boarding house and post office. The Canadian National Railway, the main line between Toronto and Ottawa crosses here, with a station close by, reached by road to west, passing over lock bridge.

MORNING WASH AT COLD SPRING, EEL BAY, SAND LAKE.
(Photo by the Author)


N
S
ONE MILE
Devils Lake
Bedford Mills
Loon Lake
Mosquito Lake
SCOTT'S ISLAND
Stout's Bay
Scott's Lower Bay
Tavern or Bedford Cr.
Midway or McCutcheon I.
Stevens I.
Foley's (Cowe's) I.
Cork Pt.
Hartwell's Pt.
Indian I.
Fingerboard Pt.
Preston I.
Emerald I.
Cove I.
Whitewell or Friar I.
Church Spire Seen
Rocky Bluff
Sturgeon I.
Rabbit I.
McCaskill I.
Wright's I.
Breezy Pt. I.
Grape I.
Holden's I.
Ramsay's Is.
MUD or NEWBORO LAKE
Newboro Lock
Grass Pt.
Newboro
B & W R (C.N.R.)
A
B
C
D
E
Elbow Channel
CLEAR LAKE
Little Isthmus
INDIAN LAKE
Salmon Ids.
Rocky Id.
Robertson's
Benson's Lake
Benson's Pt.
C.N.R. (Toronto-Ottawa)
Chaffey's Lock

BETWEEN CHAFFEY'S LOCK AND NEWBORO.

Sailing Directions.

1. There are **wharves** above and below the lock at Chaffey's on the east side, and **chains** in lock on same side.

2. Portage at Chaffey's on west side along by-wash **entrance** to bridge, up across road, through gates and down to water just below lock. See enlargement, page 26.

3. The light dotted lines to west of the Rideau Route in Indian Lake and Newboro Lake, and also through Benson Lake, Mosquito Lake and Loon Lake, are only intended as a guide in a general way, as the outline, shape, size and direction of these lakes are not guaranteed accurate; for they were not sketched by the author. Steamboats, however, may go around Scott's Island this way and also to Bedford Mills if course is known.

4. **Indian Lake.** North of Chaffey's Lock, at the foot of the lake, the line of the C. N. R., Toronto to Ottawa, crosses by an overhead bridge. It is 31 feet from the surface of the water.

5. South of Little Isthmus don't turn too short. Notice the shoal marks there.

6. **Clear Lake.** When crossing from the south the Elbow Channel entrance can usually be made out from Little Isthmus. If not, steer the direction indicated on the map and it soon will be plain for it is only three-quarters of a mile across. The compass direction is NWxN. Crossing it from the north steer SExS, or for open space to left of rocky bluff.

7. **Newboro Lake.** C is a square wooden crib with a square pillar on the top, placed on the end of a shoal. See illustration to left of map.

8. D is a wee islet outside of the three others.

9. Between B and D course is on a line between Whitehall Island and island B, except that between B and C the course curves to pass midway between island at B and Sarah Island.

10. Between D and Fingerboard Pt. is a line between notch to east of high, round tree in sky line (illustrated at E) and the place where Fingerboard Pt. is passed.

11. Notice shoal marks to north of islet at D and to south of Whitehall Island.

12, Between Fingerboard Pt. and Newboro lock the water is not very deep.

13. The outline and number of the islands to east side of course here are not guaranteed; but the shore side is.

14. Whitehall Island and Preston Island (Fingerboard Pt.) each have square wooden cribs on the channel side of them. See illustration to right of map.

15. There is a good wharf at the foot of the lock at Newboro, on each side, and one above on south side.

16. Portage at Newboro lock is on north side between foot of lock and around north of lock house to just above lock. See enlargement, page 30.

Descriptive.

For Chaffey's Lock notes see page 27.

At the Little Isthmus is a ferry with chain across lying on bottom. Pulling the chain over the scow is the means of propulsion.

Clear Lake is **a little gem.**

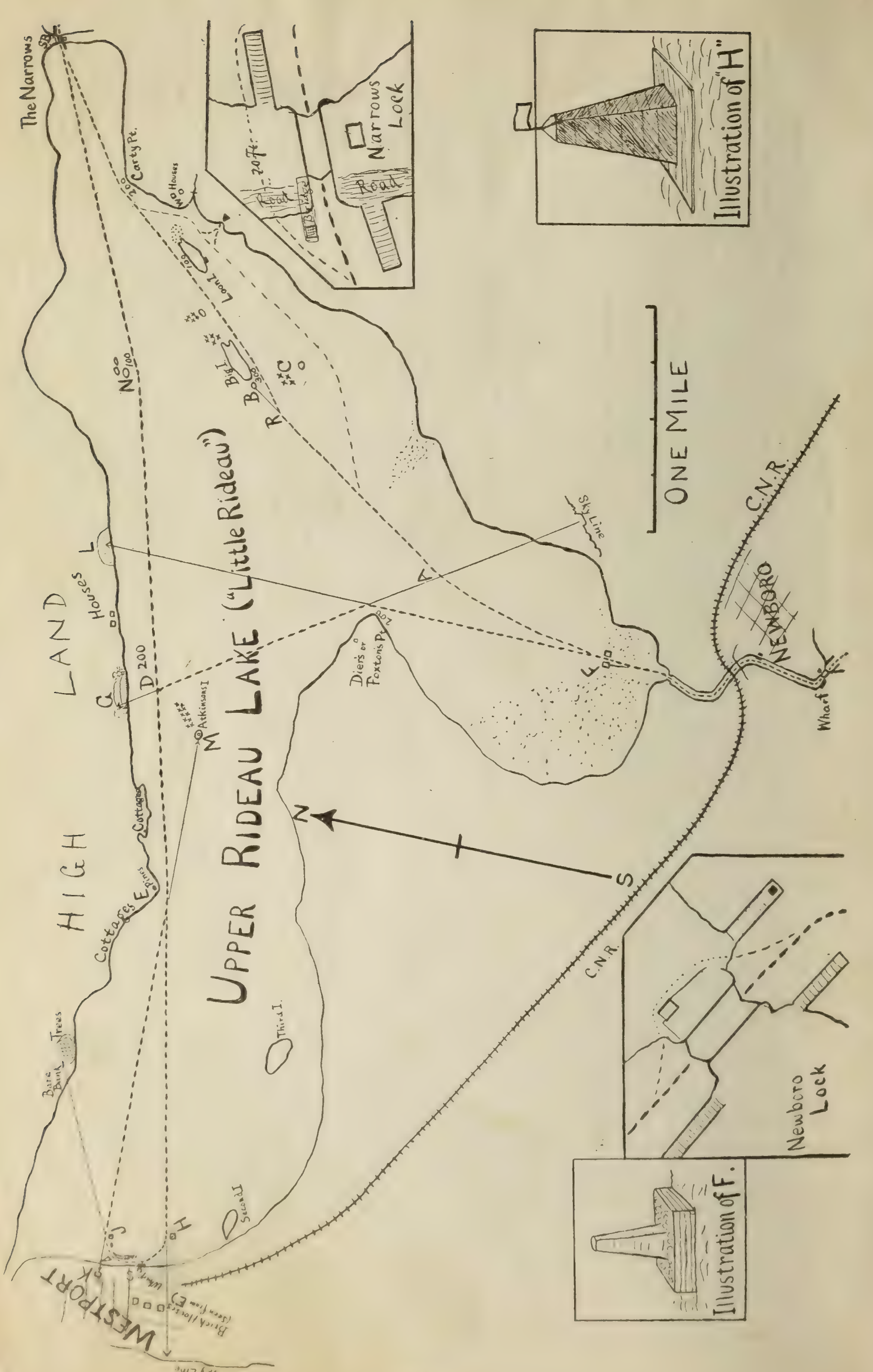
Elbow Channel is a very beautiful narrow passage. From the south the opening between Sarah and Scott's Islands would seem to be the way; but as the point on east side is cleared all is plain.

Newboro Lake is about three miles across. It is said to contain about 90 islands, many of which are occupied by summer cottages.

The shore near Grass Point is a fine camp spot and generally well occupied.

For Newboro notes see page 31.

A WOODLAND PATH AT NEWBORO.
(Photo by the Author)


The Narrows
Carty Pt.
200
Houses
Loon I.
19
Narrows Lock
20 ft.
Road
Bridge
Road
Illustration of "H"
No 100
Big I.
B 300
C
R
UPPER RIDEAU LAKE ("Little Rideau")
ONE MILE
Sky Line
A
C.N.R.
NEWBORO
Wharf
F
Diers or Foxtons Pt.
200
HIGH LAND
L
Houses
D 200
G
Atkinsons I.
M
Cottages
N
S
E pines
Cottages
C.N.R.
Newboro Lock
Third I.
Trees
Bare Bank
J
Second I.
H
K
WESTPORT
Brick Houses (Seen from E)
Sky Line
Illustration of F.

BETWEEN NEWBORO AND THE NARROWS, LITTLE RIDEAU LAKE.

Sailing Directions.

1. Portage for canoes at Newboro lock is at north side, around lock house to foot of lock. (See enlargement on map.)

2. There is a wharf above Newboro lock, south side, and one each side below. Chains in lock on north side.

3. Just south of wagon bridge over cut, on east side, is a wharf, close to the business part of town.

4. The under side of the wagon bridge over cut is 28½ feet from the water, and the railway bridge 27 feet, measured in July, 1919, in high water for that season of the year.

5. **Between Newboro and the Narrows.** Between the cut and the two cribs at F (see illustration) course is on a line between centre of cut and the west crib, except near the crib.

6. Between cribs at F and A, course is on a line between cribs and a spot about midway between Dier's Point and the island at B.

7. Between A, opposite Dier's Point, and R, course is on a line between central position at A and west side of island at B (to clear shoal at C), though island at B is passed on the east side, about 300 feet off.

The course to the east, marked by light dotted line, is safe, but the heavy line marks the steamboat highway.

8. Canoe portage shown on enlargement of "Narrows" lock. Chains are on south side of lock to hold to.

9. **Between Newboro and Westport.** Between the cut and cribs at F (see illustration of cribs on map) course is on a line between centre of cut and the west crib, except near cribs, as indicated.

10. Between cribs and Dier's Point course is on a line between cribs and a high perpendicular rock on the north shore at L. This gives the point a good clearance.

11. Between Dier's Point and the turn at D course is on a line between 200 feet off Dier's Point and west end of (bare) green bank with bare rock at the top of it, at G.

12. The turn at D is where the tallest church spire at Westport is just hidden by pines on point at E.

13. Going south from D the map illustrates a sky line for steering. From Westport do not turn south at D, until opposite the green bank mentioned. If not sure of the bank, keep on till well down toward houses.

14a. Between E and J, the course is on a line between Atkinson's Island and a dark red mill with white window frames at K. At J there is a float with a white barrel on it. Course is 20 feet to north of this and of rocks and island, around which turn is made into wharf. This is the easiest way in.

14b. The anchored, floating buoy at H (see illustration) has a white top and a white flag on it. Going west from E to H, if buoy at H cannot be seen, the direction is West by South, by the compass; but if no compass is on board steer for south end of brick houses seen, or the sky line of trees illustrated on map, until the buoy can be made out.

15. **Between Westport and the Narrows.** Between J and E, or H and E, read paragraph 14a or 14b, and 12.

16. Between D and The Narrows lock the map is sufficient guide.

17. Canoe portage shown on enlargement of "Narrows" lock. There are chains on south side of lock to hold to.

Descriptive.

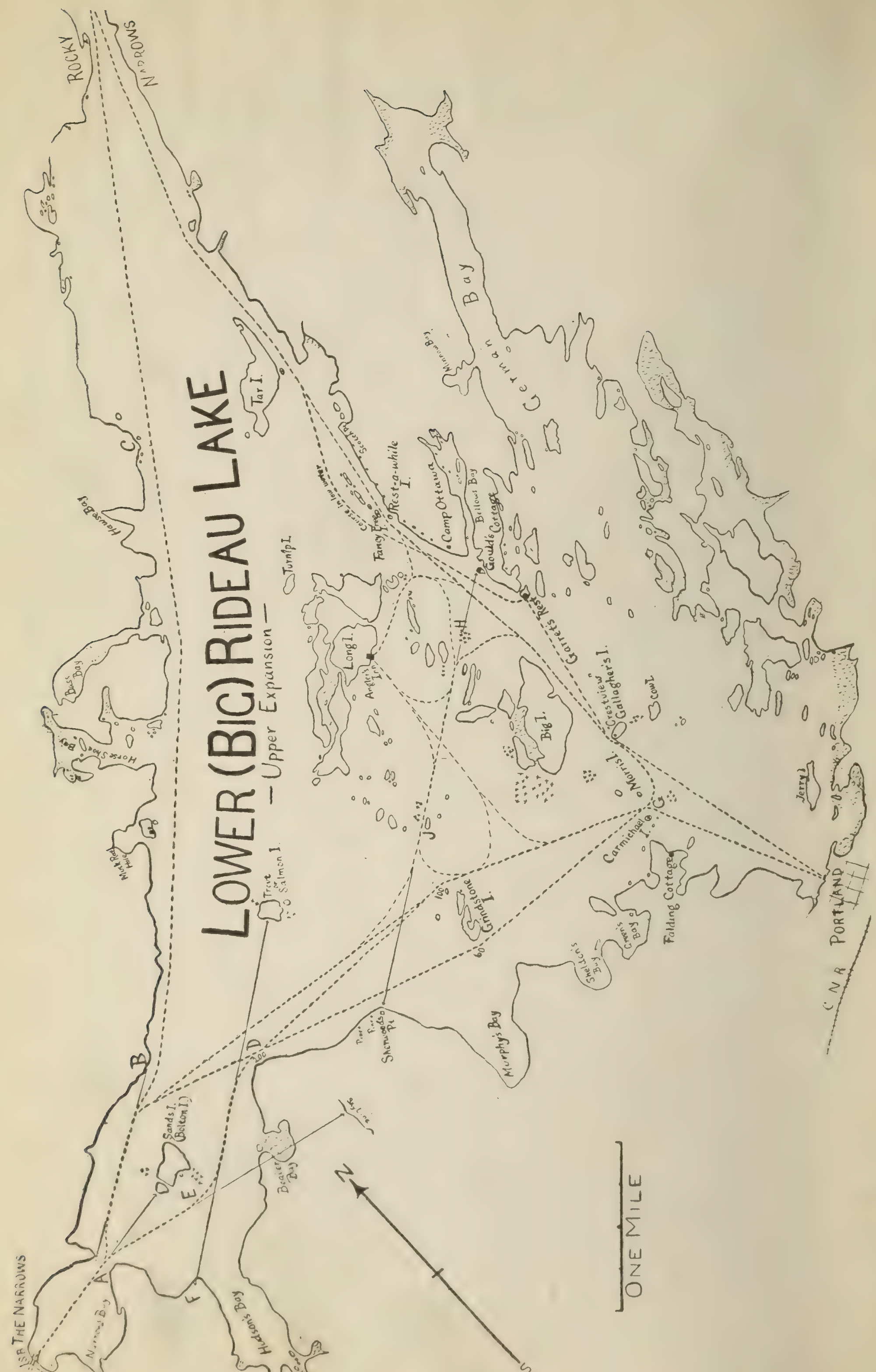
At the village of Newboro are several hotels. There is also a boat-building establishment, post office, telegraph, telephone and several stores where supplies may be obtained. The Brockville and Westport branch of the Canadian National Railway crosses the cut at this place. The town is situated on the divide, or watershed, between Newboro Lake and Little Rideau Lake, the waters to the north naturally flowing towards Ottawa and those to the south towards Kingston. The cut, made to connect these two lakes is through rocky formation, **has three sharp turns,** is **about seven-eighths of a mile long,** has **a commercial wharf about** one-third of a mile from the lock.

Little Rideau Lake is the highest water of the route; about 165 feet above the level of the St. Lawrence River at Kingston, and 292 feet above the Ottawa River at Ottawa. To reach the St. Lawrence from it requires locking down fourteen locks and to reach the Ottawa River thirty-two locks.

Westport, terminus of the B. and W. branch of the C.N.R., is a lively little town of about 1,000 inhabitants. It has several hotels, telephone, telegraph, post office and stores of all kinds where supplies may be obtained. A spring of beautiful water, with large flow, is situated at S, in the middle of the street end. Westport is a run of about 5¾ miles from Newboro lock; and it is five miles from The Narrows lock.

When approaching the camp spot marked on the east shore of Little Rideau motor should not be run too near the landing place, for fear of snags on bottom. Milk and water may be had at house to north.

AUXILIARY POWER, "THE NARROWS" LOCK.
(Photo by the Author)


LOWER (BIG) RIDEAU LAKE
— Upper Expansion —
ROCKY NARROWS
THE NARROWS
Narrows Bay
Hudson's Bay
Beaver Bay
Sands I. (Bolton I.)
Murphy's Bay
Sherwood Pt
Sheldon's Bay
Green's Bay
Folding Cottage
Grindstone I.
Carmichael I.
Morris I.
Crestview
Gallaghers I.
Cow I.
Jerry I.
Big I.
Garretts Rest
Gould's Cottage
Bellows Bay
Camp Ottawa
Rest-a-while I.
Fancy Free
Tar I.
Long I.
Anglers Inn
Turnip I.
Trout or Salmon I.
Horse Shoe Bay
Bass Bay
German Bay
PORTLAND
C N R
ONE MILE
N
S
A
B
C
D
E
F
G
H
J

BIG RIDEAU LAKE, BETWEEN THE NARROWS' LOCK AND ROCKY NARROWS.

Sailing Directions.

Canoe portage at "The Narrows" shown on enlargement, page 30. On south side of lock there are chains to hold to.

There is a wharf on south side above the lock, and on north side below.

1. At A keep central between the two points or nearer the south one.

2. **Between the Narrows and Rocky Narrows.** Between A and B course is on a line between the two points, except that a long turn is made at each end, as indicated.

3. Between B and Rocky Narrows course is simply to keep a safe distance off the shore between B and C, and to cross the bay to north of C between it and narrows.

4. **Between the Narrows and Portland.** Between the lock and narrows at A course is on a line between lock and nearest end of Sands' Island.

5. Between A and D south side of Sands' I. is the usual course taken.

6. Between A and curve at E course is on a line between curve at A and a notch in tree skyline, as illustrated.

7. The curve at E should be gradual as it runs off shoal to south of the island for quite a distance, as marked on map.

8. Between E and D course is on a line between big trees and fence at F and Trout Island at the other end.

9. At D curve gradually around point about 200 feet off.

10. Between D and turn at G either side of Grindstone Island may be taken. The south course is a trifle shorter.

11. At G position is central between islands.

12. Between G and Crestview Island a long curve, as indicated, may be made, if Portland is not visited.

13. Between G and Portland, nearer Portland, there is a shallow portion with mud bottom which holds back speed of deep draught boats. This shallow streak ends not far out from the wharf so that a deep draught boat will spring ahead just as it is approaching the dock.

14. **Between Portland and Rocky Narrows.** Between Portland and Crestview Island course is on a line between wharf and west side of island and turns west to pass the island at a good distance, as indicated.

15. The course outside of the islands north of "Rest-a-while" is used by deep draught boats in low water.

A nice run may be made across between courses on west side and course on east side. It is on a line between Gould's cottage, on the east, and a barn, to south of two single pine trees on west shore. Sherwood's Point. The rush bed shoal at H may be passed on either side. This course will lead close to island at J to avoid two shoal spots (marked by small crosses) just east of there on north side of course, which were two sandy islands washed away.

Several safe ways to reach Angler's Inn on Long Island are shown, from different directions.

Descriptive.

The water of this lake is very clear, rivalling the St. Lawrence River as a beverage.

There are about 300 islands in it and very many cottages and yearly camps scattered and grouped upon these and the many suitable mainland shores, many of them near the routes marked on the map.

The north side of this part of the lake is very deep, the home of large salmon trout. Bass and other fish abound.

Portland has a hotel and stores and post office and, in season, a large number of summer residents. It is on the Canadian National Railway, main line, between Toronto and Ottawa.

Garrett's Rest is a summer hotel upon a small island at the point between German Bay and the main part of the lake.

Angler's Inn, on Long Island, was built for a summer club house for an American party. It is beautifully situated just off the usual route of traffic.

At west side of Rocky Narrows on a little point is a fine camp spot with sheltered mooring for boats against shore inside bay.

AT ROCKY NARROWS CAMP LOOKING NORTH.
(Photo by the Author)

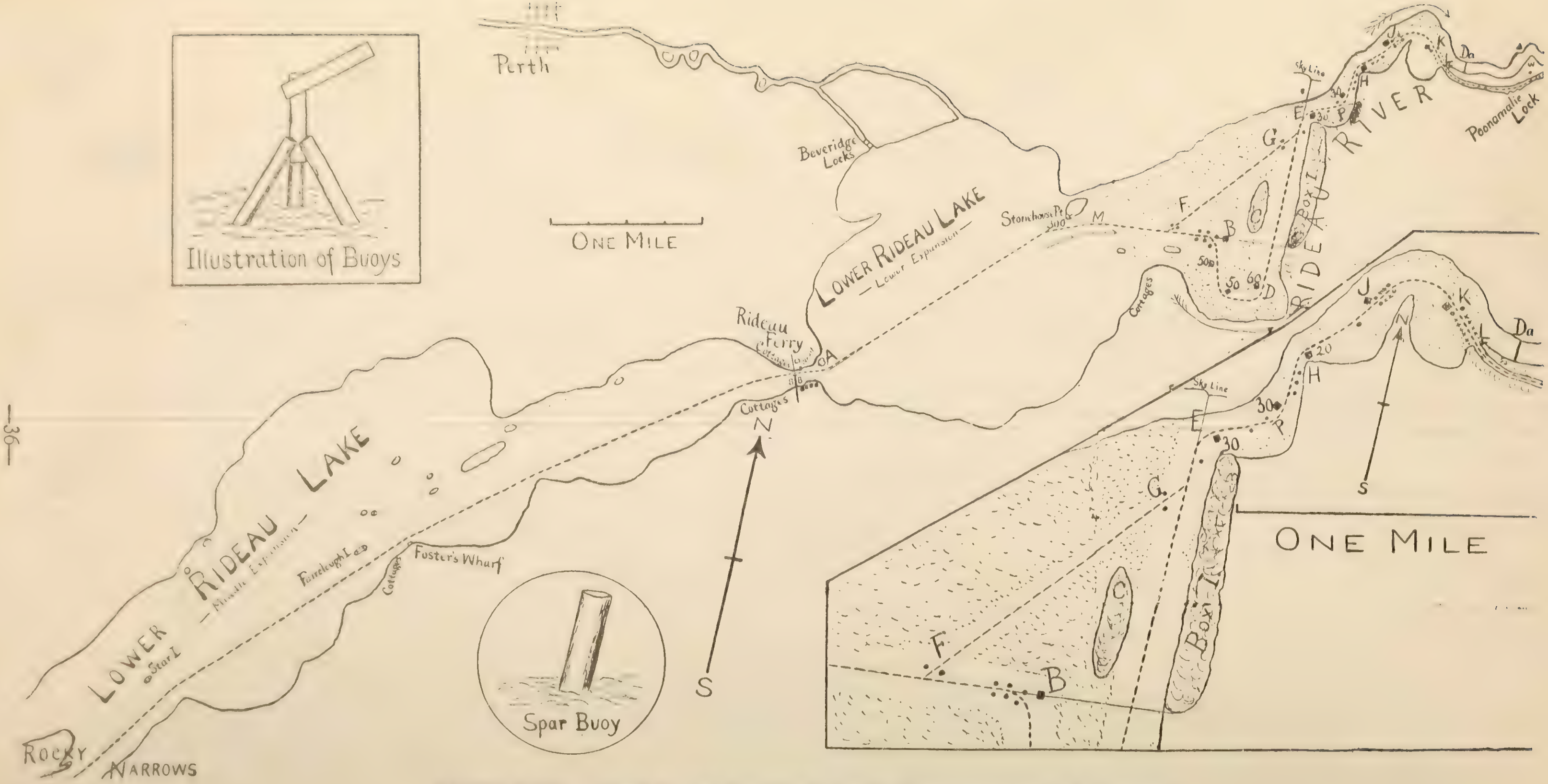
TABLE OF DISTANCES: in miles and fractions of a mile,

Directions.—Find the place in the list of names across the column above it are the distances in miles from that place to th
To illustrate: Washburn is at the bottom of the third col
place at left of the page opposite which the number is found.
in that column, is the number 25⅜, which indicates that it is

	Kingston (Bridge)	Kingston Mills	Washburn	Brewer's Mills	Dog Lake Landing	Brass' Point Bridge	Seeley's Bay	Jones' Falls	Foster's (Davis) Lock	Chaffey's Lock	Little Isthmus	Elbow Channel	Newboro (Lock)	Westport	The Narrows
Kingston (Bridge)	*	5¼	15¾	17¾	23½	22	25	29⅛	33⅜	35⅝	37⅜	38⅛	41⅛	46⅞	46⅛
Kingston Mills	5¼	*	10½	12½	18¼	16¾	19¾	23⅞	28⅛	30⅜	32⅛	32⅞	35⅞	41⅝	40⅞
Washburn	15¾	10½	*	2	7¾	6¼	9¼	13⅜	17⅝	19⅞	21⅝	22⅜	25⅜	31⅛	30⅜
Brewer's Mills	17¾	12½	2	*	5¾	4¼	7¼	11⅜	15⅝	17⅞	19⅝	20⅜	23⅜	29⅛	28⅜
Dog Lake Landing	23½	18¼	7¾	5¾	*	8	11	15⅛	19⅜	21⅝	23⅜	24⅛	27⅛	32⅞	32⅛
Brass' Point Bridge	22	16¾	6¼	4¼	8	*	3	7⅛	11⅜	13⅝	15⅜	16⅛	19⅛	24⅞	24⅛
Seeley's Bay	25	19¾	9¼	7¼	11	3	*	5¼	9½	11¾	13½	14¼	17¼	23	22¼
Jones' Falls	29⅛	23⅞	13⅜	11⅜	15⅛	7⅛	5¼	*	4¼	6½	8¼	9	12	17¾	17
Foster's (Davis) Lock	33⅜	28⅛	17⅝	15⅝	19⅜	11⅜	9½	4¼	*	2¼	4	4¾	7¾	13½	12¾
Chaffey's Lock	35⅝	30⅜	19⅞	17⅞	21⅝	13⅝	11¾	6½	2¼	*	1¾	2½	5½	11¼	10½
Little Isthmus	37⅜	32⅛	21⅝	19⅝	23⅜	15⅜	13½	8¼	4	1¾	*	¾	3¾	9½	8¾
Elbow Channel	38⅛	32⅞	22⅜	20⅜	24⅛	16⅛	14¼	9	4¾	2½	¾	*	3	8¾	8
Newboro (Lock)	41⅛	35⅞	25⅜	23⅜	27⅛	19⅛	17¼	12	7¾	5½	3¾	3	*	5¾	5
Westport	46⅞	41⅝	31⅛	29⅛	32⅞	24⅞	23	17¾	13½	11¼	9½	8¾	5¾	*	5
The Narrows	46⅛	40⅞	30⅜	28⅜	32⅛	24⅛	22¼	17	12¾	10½	8¾	8	5	5	*
Portland	52⅝	47⅜	36⅞	34⅞	38⅝	30⅝	28¾	23½	19¼	17	15¼	14½	11½	11½	6½
Rocky Narrows	54	48¾	38¼	36¼	40	32	30⅛	24⅞	20⅝	18⅜	16⅝	15⅞	12⅞	12⅞	7⅞
Rideau Ferry	59⅜	54⅛	43⅝	41⅝	45⅜	37⅜	35½	30¼	26	23¾	22	21¼	18¼	18¼	13¼
Poonamalie Lock	66¼	61	50½	48½	52¼	44¼	42⅜	37⅛	32⅞	30⅝	28⅞	28⅛	25⅛	25⅛	20⅛
Smith's Falls Jones' Lock.	68½	63¼	52¾	50¾	54½	46½	44⅝	39⅜	35⅛	32⅞	31⅛	30⅜	27⅜	27⅜	22⅜
Smith's Falls, Lower Locks	68⅞	63⅝	53⅛	51⅛	54⅞	46⅞	45	39¾	35½	33¼	31½	30¾	27¾	27¾	22¾
McCreary's Locks	69¾	64½	54	52	55¾	47¾	45⅞	40⅝	36⅜	34⅛	32⅜	31⅝	28⅝	28⅝	23⅝
Mills (Hutton's) Lock	71¾	66½	56	54	57¾	49¾	47⅞	42⅝	38⅜	36⅛	34⅜	33⅝	30⅝	30⅝	25⅝
Kilmarnock	75¾	70½	60	58	61¾	53¾	51⅞	46⅝	42⅜	40⅛	38⅜	37⅝	34⅝	34⅝	29⅝
Merrickville	84¾	79⅛	68⅝	66⅝	70⅜	62⅜	60½	55¼	51	48¾	47	46¼	43¼	43¼	38¼
Clowe's Lock	86⅝	81⅜	70⅞	68⅞	72⅝	64⅝	62¾	57½	53¼	51	49¼	48½	45½	45½	40½
Nicholson's Lower Lock	87⅜	82⅛	71⅝	69⅝	73⅜	65⅜	63½	58¼	54	51¾	50	49¼	46¼	46¼	41¼
Burritt's Rapids Lock	90⅝	85⅜	74⅞	72⅞	76⅝	68⅝	66¾	61½	57¼	55	53¼	52½	49½	49½	44½
Beckett's Landing Bridge	98⅛	92⅞	82⅜	80⅜	84⅛	76⅛	74¼	69	64¾	62½	60¾	60	57	57	52
Kars Bridge	107⅛	101⅞	91⅜	89⅜	93⅛	85⅛	83¼	78	73¾	71½	69¾	69	66	66	61
Manotick Bridge	114⅝	109⅜	98⅞	96⅞	100⅝	92⅝	90¾	85½	81¼	79	77¼	76½	73½	73½	68½
Long Island Locks	116⅜	111⅛	100⅝	98⅝	102⅜	94⅜	92½	87¼	83	80¾	79	78¼	75¼	75¼	70¼
Black Rapids' Lock	121¾	116½	106	104	107¾	99¾	97⅞	92⅝	88⅜	86⅛	84⅜	83⅝	80⅝	80⅝	75⅝
Hogsback	125⅞	120⅝	110⅛	108⅛	111⅞	103⅞	102	96¾	92½	90¼	88½	87¾	84¾	84¾	79¾
Hartwell's Locks	127	121¾	111¼	109¼	113	105	103⅛	97⅞	93⅝	91⅜	89⅝	88⅞	85⅞	85⅞	80⅞
Ottawa Locks	131¼	126	115½	113½	117¼	109¼	107⅜	102⅛	97⅞	95⅝	93⅞	93⅛	90⅛	90⅛	85⅛

actual distances covered when the course described is followed.
ttom of this distance table. Then all the numbers in the perpendicular
lace opposite it at the left hand side of the table.
n. Every number in that column is the distance from Washburn to the
gston is found to be 15¾ miles from Washburn. Opposite Newboro,
⅜ miles from Washburn; and so on with all the others.

Portland	Rocky Narrows	Rideau Ferry	Poonamalie Lock	Smith's Falls Jones' Lock.	Smith's Falls, Lower Locks..	McCreary's Locks	Mills (Hutton's) Lock	Kilmarnock	Merrickville	Clowe's Lock	Nicholson's Lower Lock	Burritt's Rapids Lock	Beckett's Landing Bridge.	Kars Bridge	Manotick Bridge	Long Island Locks	Black Rapids' Lock	Hogsback	Hartwell's Locks	Ottawa Locks
52⅝	54	59⅜	66¼	68½	68⅞	69¾	71¾	75¾	84⅜	86⅝	87⅜	90⅝	98⅛	107⅛	114⅝	116⅜	121¾	125⅞	127	131
47⅜	48¾	54⅛	61	63¼	63⅝	64½	66½	70½	79⅛	81⅜	82⅛	85⅜	92⅞	101⅞	109⅜	111⅛	116½	120⅝	121¾	126
36⅞	38¼	43⅝	50½	52¾	53⅛	54	56	60	68⅝	70⅞	71⅝	74⅞	82⅜	91⅜	98⅞	100⅝	106	110⅛	111¼	115
34⅞	36¼	41⅝	48½	50¾	51⅛	52	54	58	66⅝	68⅞	69⅝	72⅞	80⅜	89⅜	96⅞	98⅝	104	108⅛	109¼	113
38⅝	40	45⅜	52¼	54½	54⅞	55¾	57¾	61¾	70⅜	72⅝	73⅜	76⅝	84⅛	93⅛	100⅝	102⅜	107¾	111⅞	113	117
30⅝	32	37⅜	44¼	46½	46⅞	47¾	49¾	53¾	62⅜	64⅝	65⅜	68⅝	76⅛	85⅛	92⅝	94⅜	99¾	103⅞	105	109
28¾	30⅛	35½	42⅜	44⅝	45	45⅞	47⅞	51⅞	60½	62¾	63½	66¾	74¼	83¼	90¾	92½	97⅞	102	103⅛	107
23½	24⅞	30¼	37⅛	39⅜	39¾	40⅝	42⅝	46⅝	55¼	57½	58¼	61½	69	78	85½	87¼	92⅝	96¾	97⅞	102
19¼	20⅝	26	32⅞	35⅛	35½	36⅜	38⅜	42⅜	51	53¼	54	57¼	64¾	73¾	81¼	83	88⅜	92½	93⅝	97
17	18⅜	23¾	30⅝	32⅞	33¼	34⅛	36⅛	40½	48¾	51	51¾	55	62½	71½	79	80¾	86⅛	90¼	91⅜	95
15¼	16⅝	22	28⅞	31⅛	31½	32⅜	34⅜	38⅜	47	49¼	50	53¼	60¾	69¾	77¼	79	84⅜	88½	89⅝	93
14½	15⅞	21¼	28⅛	30⅜	30¾	31⅝	33⅝	37⅝	46¼	48½	49¼	52½	60	69	76½	78¼	83⅝	87¾	88⅞	93
11½	12⅞	18¼	25⅛	27⅜	27¾	28⅝	30⅝	34⅝	43¼	45½	46¼	49½	57	66	73½	75¼	80⅝	84¾	85⅞	90
11½	12⅞	18¼	25⅛	27⅜	27¾	28⅝	30⅝	34⅝	43¼	45½	46¼	49½	57	66	73½	75¼	80⅝	84¾	85⅞	90
6½	7⅞	13¼	20⅛	22⅜	22¾	23⅝	25⅝	29⅝	38¼	40½	41¼	44½	52	61	68½	70¼	75⅝	79¾	80⅞	85
*	6¾	12⅛	19	21¼	21⅝	22½	24½	28½	37⅛	39⅜	40⅛	43⅜	50⅞	59⅞	67⅜	69⅛	74½	78⅝	79¾	84
6¾	*	5⅜	12¼	14½	14⅞	15¾	17¾	21¾	30⅜	32⅝	33⅜	36⅝	44⅛	53⅛	60⅝	62⅜	67¾	71⅞	73	77
12⅛	5⅜	*	6⅞	9⅛	9½	10⅜	12⅜	16⅜	25	27¼	28	31¼	38¾	47¾	55¼	57	62⅜	66½	67⅝	71
19	12¼	6⅞	*	2¼	2⅝	3½	5½	9½	18⅛	20⅜	21⅛	24⅜	31⅞	40⅞	48⅜	50⅛	55½	59⅝	60¾	65
21¼	14½	9⅛	2¼	*	⅜	1¼	3¼	7¼	15⅞	18⅛	18⅞	22⅛	29⅝	38⅝	46⅛	47⅞	53¼	57⅜	58½	62
21⅝	14⅞	9½	2⅝	⅜	*	⅞	2⅞	6⅞	15½	17¾	18½	21¾	29¼	38¼	45¾	47½	52⅞	57	58⅛	62
22½	15¾	10⅜	3½	1¼	⅞	*	2	6	14⅝	16⅞	17⅝	20⅞	28⅜	37⅜	44⅞	46⅝	52	56⅛	57¼	61
24½	17¾	12⅜	5½	3¼	2⅞	2	*	4	12⅝	14⅞	15⅝	18⅞	26⅜	35⅜	42⅞	44⅝	50	54⅛	55¼	59
28½	21¾	16⅜	9½	7¼	6⅞	6	4	*	8⅝	10⅞	11⅝	14⅞	22⅜	31⅜	38⅞	40⅝	46	50⅛	51¼	55
37⅛	30⅜	25	18⅛	15⅞	15½	14⅝	12⅝	8⅝	*	2¼	3	6¼	13¾	22¾	30¼	32	37⅜	41½	42⅝	46
39⅜	32⅝	27¼	20⅜	18⅛	17¾	16⅞	14⅞	10⅞	2¼	*	¾	4	11½	20½	28	29¾	35⅛	39¼	40⅜	44
40⅛	33⅜	28	21⅛	18⅞	18½	17⅝	15⅝	11⅝	3	¾	*	3¼	10¾	19¾	27¼	29	34⅜	38½	39⅝	43
43⅜	36⅝	31¼	24⅜	22⅛	21¾	20⅞	18⅞	14⅞	6¼	4	3¼	*	7½	16½	24	25¾	31⅛	35¼	36⅜	40
50⅞	44⅛	38¾	31⅞	29⅝	29¼	28⅜	26⅜	22⅜	13¾	11½	10¾	7½	*	9	16½	18¼	23⅝	27¾	28⅞	33
59⅞	53⅛	47¾	40⅞	38⅝	38¼	37⅜	35⅜	31⅜	22¾	20½	19¾	16½	9	*	7½	9¼	14⅝	18¾	19⅞	24
67⅜	60⅝	55¼	48⅜	46⅛	45¾	44⅞	42⅞	38⅞	30¼	28	27¼	24	16½	7½	*	1¾	7⅛	11¼	12⅜	16
69⅛	62⅜	57	50⅛	47⅞	47½	46⅝	44⅝	40⅝	32	29¾	29	25¾	18¼	9¼	1¾	*	5⅜	9½	10⅝	14
74½	67¾	62⅜	55½	53¼	52⅞	52	50	46	37⅜	35⅛	34⅜	31⅛	23⅝	14⅝	7⅛	5⅜	*	4⅛	5¼	9½
78⅝	71⅞	66½	59⅝	57⅜	57	56⅛	54⅛	50⅛	41½	39¼	38½	35¼	27¾	18¾	11¼	9½	4⅛	*	1⅛	5
79¾	73	67⅝	60¾	58½	58⅛	57¼	55¼	51¼	42⅝	40⅜	39⅝	36⅜	28⅞	19⅞	12⅜	10⅝	5¼	1⅛	*	4
84	77¼	71⅞	65	62¾	62⅜	61½	59½	55½	46⅞	44⅝	43⅞	40⅝	33⅛	24⅛	16⅝	14⅞	9½	5⅜	4¼	*



BETWEEN ROCKY NARROWS AND POONAMALIE LOCK.

Sailing Directions.

1. The buoys on this part of the route are of three kinds, the old tripod buoys (as illustrated), spar buoys and the new anchored floating platform buoys with central painted post (see illustration page 38.)

2. The spar buoys are placed each side of the channel at the ends

of dredged-out places, where it is necessary to go straight from end to end of the channel to avoid obstructions either side.

In some places the dredged-out material is dumped along one side only of the channel. In that case the spar buoys are placed along that side only.

3. Between Rocky Narrows and Rideau Ferry, only the map is needed.

4. Between turn by island at A and Stonehouse Point (a run of two miles), course is on a line between the point and houses at Rideau Ferry near the bridge end.

Going down-stream, Stonehouse Point may be made out by its relation to the little island and cottages to the south of it. The course by compass is north-east.

Going up-stream from Stonehouse Point the houses to east of bridge end may usually be seen very plainly in daylight. Course by compass is south-west.

5. In passing Stonehouse Point, **going down-stream** steer for edge of woods beyond E until near reed bed at M, then turn to right to get in line between end of Stonehouse Point and buoy at B.

Going up-stream, when reed bed near Stonehouse Point at M is reached, turn to keep a good distance off the point, as indicated.

6. Between M and B course is on a line between end of Stonehouse Point and the buoy at B, except near the buoy, as indicated. If the buoy cannot be made out from M, steer for south end of trees on Box Island, showing beyond end of island C, as indicated by range line, until buoy can be seen.

7. The dredged-out channel between F and G has two spar buoys at each end, one on each side of the channel, usually bushed, to be seen easier.

If this course between F and G is taken, steer straight and look out for snags and half sunken logs left here by ice, though these are usually cleared out during the early part of the season.

8. Just west of buoy at B is a dredged-out curved passage marked by spar buoys along each side of the channel, usually three on each side.

9. Between D and E, course is central and straight for about 1¼ miles.

10. Above and below buoy, opposite E, is a black spar buoy, indicating the obstructed edge of dredged-out channel along this place. Keep 20 to 30 feet from these for best water.

11. At upper end of curve at P, above the buoy, is a red spar buoy, marking upper end of the curve.

12. There are black spar buoys above buoy at H, and one below it along obstructed edge of channel. Keep 20 to 30 feet from these.

13. By buoy J is a dredged-out passage straight between red and black spar buoys at each end, sometimes bushed also.

14. Between buoy at K and L, course is straight between red and black spar buoys at K and the entrance to cut at L, with rocks piled under water on each side of the course.

15. There is a red tripod on the point at east side of the narrow cut entrance.

16. When going up stream, read paragraphs 1 and 2 before leaving Poonamalie cut.

17. There is a wharf above Poonamalie lock on south side and one below on north side.

18. There are ropes to hold to in Poonamalie lock on north side.

19. Portage canoes on north side between platform at end of wing wall of lock above and wharf below the lock.

Descriptive.

For Rocky Narrows' notes see page 33.

The islands and south shore in the middle expansion of Big Rideau Lake are studded with cottages and also tents in season. On the north side there are said to be many shoals.

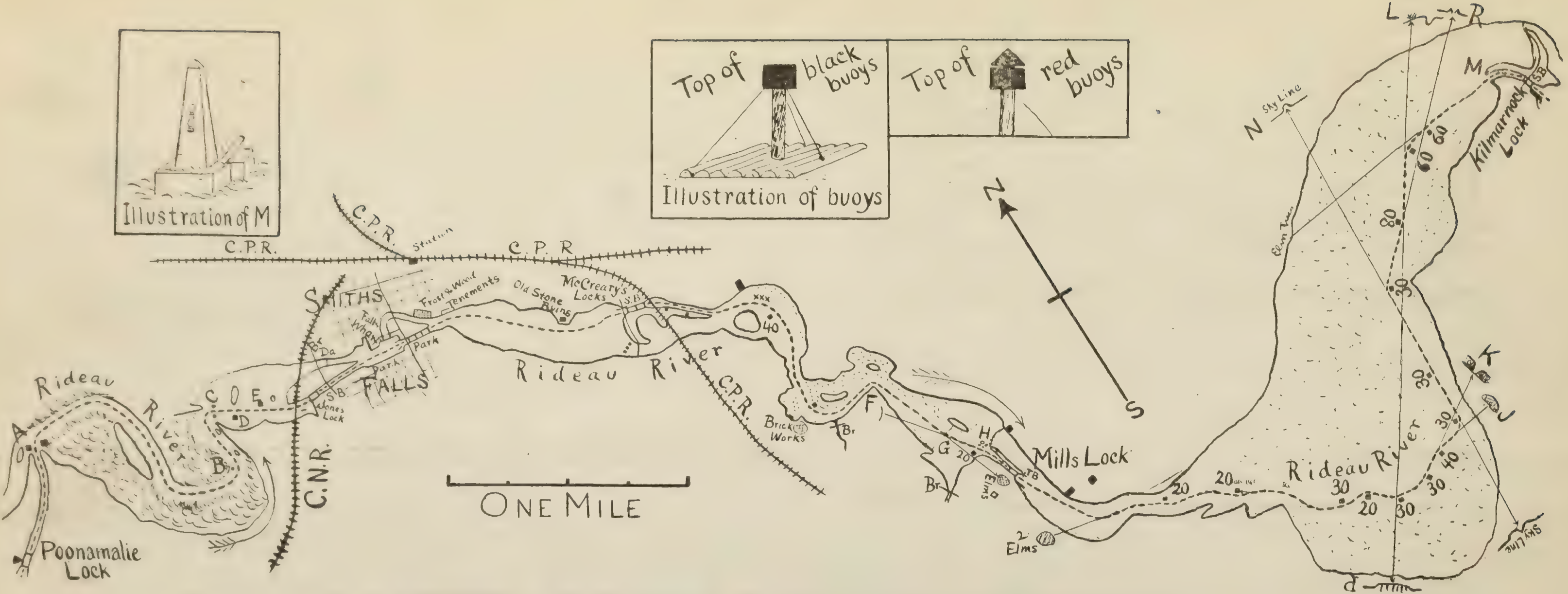
Rideau Ferry has quite a population in tourist and camping season and has one hotel.

By Beverage Locks and the Tay River a side trip may be made with launches to the town of Perth, said to be six miles. The shape of the Tay River, as shown, is not guaranteed to be accurate, nor is it to scale. The river is said to be very unsafe sailing unless one is very familiar with its dangers.

The run through Poonamalie Cut (pronounced Pooñ-a-ma-leé) is very beautiful with its trees along the water's edge, and its cedar-bordered walk on the north side above the lock. Near the upper entrance of the cut is a place fixed for placing stop-logs, for damming back the water to permit of repairs to the lock. The lock at this place changes the sailing level about 8 feet. There is a well of water behind lock house.

The bit of cut below Poonamalie Lock is lined with large cedars on each side overhanging the water, to whose depth of shade and beauty the camera with instantaneous shutter will not do justice.

Up the river from lower end of cut, towards the dam, is a good camp spot, **out of mosquito season.** There is deep enough water against shore to moor launches, and bass and other fish may be taken above and near it. For location of this spot see map.



BETWEEN POONAMALIE LOCK AND KILMARNOCK LOCK

Sailing Directions.

1. At Poonamalie Lock the canoe portage is on north side between wharf below, and platform at end of wing wall of lock above.

2. There are ropes in Poonamalie Lock on north side, and a wharf on north side below and on south side above.

3. At lower entrance to Poonamalie cut there is a bush in a stump close to channel, a barrel on a float on the west side of entrance, and a monument-shaped floating buoy on the east side.

4. Between A and B, course is mostly central between rushes or shores. Near A, however, it is more to north side, and to east side opposite island, as indicated.

5. At B is a bush at the turn.

6. Make quite a wide turn to west of C, toward point at the north side, as indicated.

7. At C there is a bush on each side of the course. Without bushes the line from bridge span and between little island and crib at D and shape of course on map at west of C would guide safely at this place.

8. D is a monument-shaped wooden crib buoy (much like illustration of M, q, v,) on south side of course opposite little island.

9. E is a tripod crib loaded with stones, usually bushed as well. On opposite side of channel from it there is a rock pile just under water. Keep straight course along here, which will be about 20 or 30 feet from E.

10. The C.N.R. bridge has a lift span but is high enough for motor boats without spars to pass under it.

11. There is a good wharf each side above Jones' Lock. No chains or ropes in the lock.

12. Canoe portage at Jones' Lock is on south side between wharf above and a place just below the lock.

13. Portage may be made either side of the three lower locks at Jones' Falls.

14. The commercial wharves at Smith's Falls are in pool between Jones' Lock and the three lower locks.

15. There are crib wharves each side above the lower three locks at Smith's Falls and a good wharf on south side below the locks. There are no chains or ropes in these locks to hold to. Portage either side.

16. Between Smith's Falls locks and McCreary's Locks, position to take is shown by dotted line. Late in the season the weed line on each side shows plainly.

17. At McCreary's Locks there are ropes to hold to on the south side and a crib wharf above on the north side. The canoe portage is on the north side.

18. On the point on south side of McCreary's cut is a stake for a white light at night.

19. Between F and turn, which is on line between little point and island at G, course is on a line between 30 feet from point at F and the bunch of elm trees between the house and the cut at Mills', now Hutton's Lock.

20. Between G and cut entrance at H, course is on a line between hollow in skyline of woods near F (as indicated by range line) and the cut entrance.

21. Notice shoal marks opposite little island by east side of cut entrance at H. A red barrel usually marks the end of the shoal.

22. Portage for canoes at Mills' Lock is on east side of entrance to cut, near H, between entrance to cut above and water near by-wash below. There are no ropes in the lock to hold to. There is a wharf below the lock on the west side.

23. Between Mills' Lock and Kilmarnock Lock follow closely the dotted line. All the buoys are not at the turning place. Some range lines are shown to aid in steering.

24. K is an open place in the woods.

25. J is the middle of bushes by the shore.

26. N is a high tree on skyline.

27. R is a notch between two high trees on skyline.

28. P is a skyline and L is a dry tree on skyline. P and L are steering points for the run between the same two buoys.

29. Notice curve to south just outside cut at M.

30. When going from Kilmarnock to Mills' read paragraph 23 before 29, 28, etc.

31. At upper entrance to cut at Kilmarnock are two monument-shaped pillars on cribs, which are fixed to stop water to repair lock. The north one is shown in the illustration.

32. There are no ropes to hold to in Kilmarnock Lock. There is a stone wharf above and a long plank one below on west side.

33. Portage for canoes is on west side by lock.

Descriptive.

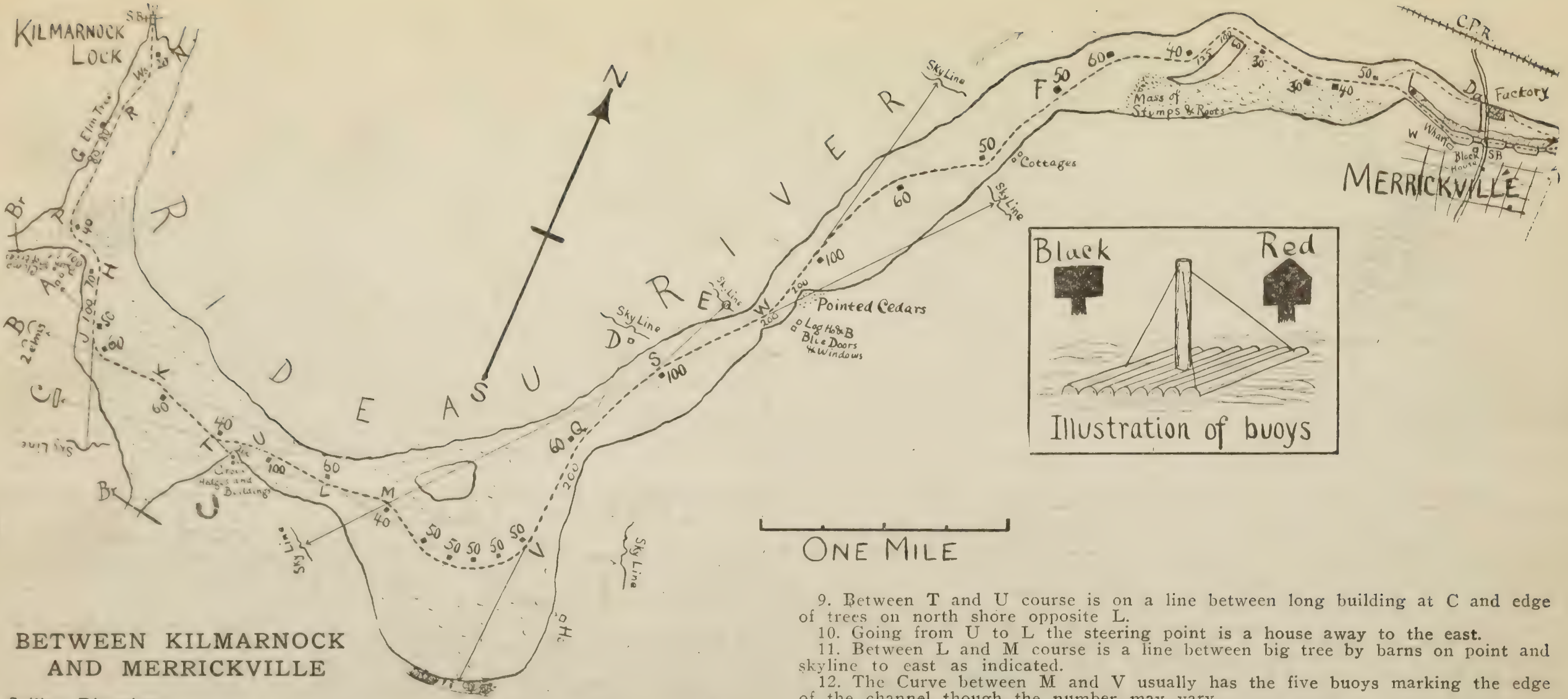
For Poonamalie notes see page 37.

Smith's Falls, a manufacturing town of about 6,000 inhabitants, lies about half way between Kingston and Ottawa on this Rideau Lakes Route. It has several good hotels, and a daily boat, in season, sails from here up the Big Rideau Lake, stopping at all private wharves, if desired. The C.P.R., Toronto to Montreal and Brockville to Ottawa divisions, passes through here. The C.N.R., Toronto to Ottawa, also goes through this town. The locks here have a rise of about 34 feet.

At McCreary's the lift of locks is 15½ feet. The C.P.R., Brockville and Ottawa divisions, crosses by high overhead bridge at this place. The short cut here is beautiful, with overhanging cedars.

Between McCreary's and Mills' is a very beautiful crooked run, but a very busy one for the person who steers it for the first time.

NOKOMIS, PORCUPINE AND NORA H. LOCKING UP AT MILLS LOCK.
(Photo by J. Hutton)



BETWEEN KILMARNOCK AND MERRICKVILLE

Sailing Directions.

1. Portage for canoes at Kilmarnock is at west side by lock.

2. There are no ropes to hold to in Kilmarnock lock. There is a long plank wharf below lock on west side and a stone wharf above.

3. Buoys on this part of the route are like illustration mostly, with square black board nailed on top of the black buoys, and a red board with pointed top nailed on top of red buoys. See illustration of shape of tops. Both kinds are indicated on the map by a solid square. Follow the exact shape of the dotted line between and passing buoys.

4. Buoy just south of Kilmarnock lock is not at the turn. The course from lock continues on by the buoy, to turn into line, between point at N and elm tree by shore, as range lines indicate.

5. Turn near elm tree at R is about 80 feet from shore. Keep about this distance from shore between R and little point to south at G. The steering point ahead is a barn.

6. Between G and turn at P the steering point is a clump of trees to west of barn.

7. Between J and K, course is on a line between two elms on west shore and edge of trees on north shore opposite L.

8. Between K and T course is a line between house and barn at A and house with grove and hedges on point beyond T.

9. Between T and U course is on a line between long building at C and edge of trees on north shore opposite L.

10. Going from U to L the steering point is a house away to the east.

11. Between L and M course is a line between big tree by barns on point and skyline to east as indicated.

12. The Curve between M and V usually has the five buoys marking the edge of the channel though the number may vary.

13. Going from V to Q the steering point at the north is a house below the skyline as indicated at D, and on the south the skyline as indicated.

14. Gaing from Q to S the steering point is a tree in foreground in sky line, as shown at E.

15. Sky lines are shown at both ends of course between S and W.

16. Buoy at F is now a tall red spar instead of the usual floating platform with central post.

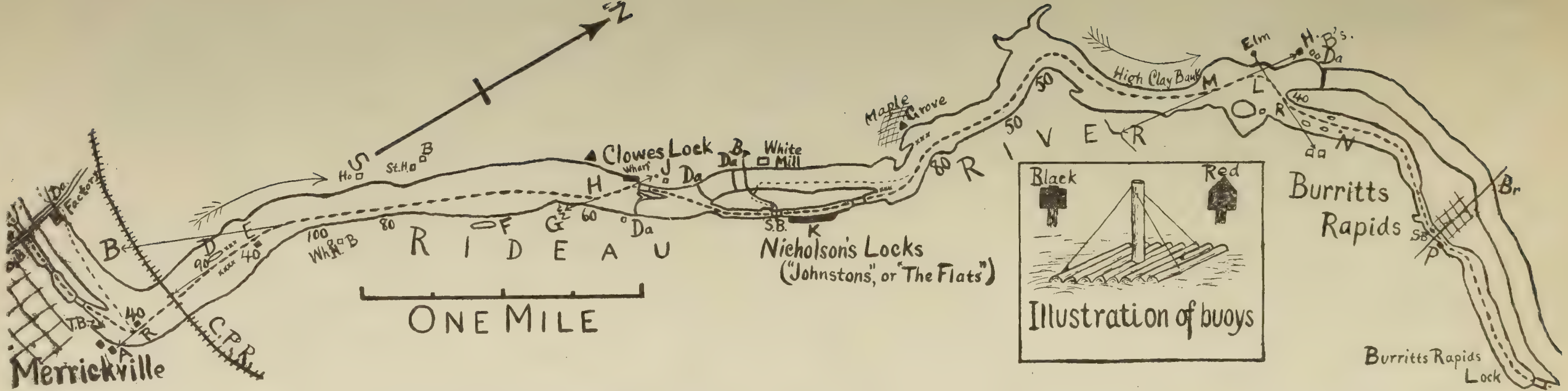
17. There are ropes for holding to on north side of locks at Merrickville, and stone wharf above locks.

18. Portage for canoes is over on north side of river, between above the end of dam and a point below factory, through factory yard. See light dotted line.

Descriptive.

At Kilmarnock there is a lift of about two feet. The land to the west of the lock here is an island. The water saround the other side of the island may be seen where bridge crosses it, about a mile south of Kilmarnock.

Merrickville is a stirring little town where supplies of all kinds may be obtained. It has post office, telephone, telegraph and hotels. The outlook from the locks is fine. An old blockhouse stands here by the upper lock, used for storage. There are three locks here with long broad basins between them. Their combined lift is twenty-five feet.



BETWEEN MERRICKVILLE AND BURRITT'S RAPIDS LOCK.

Sailing Directions.

1. Canoe portage at Merrickville is at north side of river ,below factory, up through factory yard, across road to above end of dam. See light dotted line.

2. There are ropes or chains to hold to at Merrickville on the north side of the locks. There is a stone wharf above.

3. Between turn at R and shoal island at D the course is on a line between the eastern of two large brick houses at A (the one with tower) and the centre of bridge span.

4. Between shoal island at D and turn at E, course is on a line between west pier of the main arch of bridge, and twenty to forty feet to west of buoy, as indicated.

5. Turn at E. Going down from D do not turn until you can see straight down the east bank of the river. Going up do not turn at E till you can see west pier of main arch of bridge to west of buoy at E.

6. Going up the straight shore steer for trees to right of buildings seen over railway track at B.

7. West side of river above H is very shallow.

8. Between H and lock entrance course is on a line between the south two of three highest pointed tree tops at G, and an elm tree back on hill near lock at J.

9. There is a plank wharf above and a stonework wharf below at Clowe's Lock on the west side. There are chains or ropes on the west side of lock for holding to, and the canoe portage is on west side, also, from wharf to wharf.

10. Just below Clowe's Lock, opposite fence end, there is an underwater rock. Straight steering will pass it safely.

11. Between Clowe's Lock cut and upper end of cut of Nicholson's Locks is only a diagonal crossing of the river above a low dam

12. There is a masoned pocket for boat to lie in above each lock at Nicholson's. At the upper one canoes are carried over through gate to sidewalk toward bridge and down to water below bridge. See light dotted line.

13. There are chains in each lock at Nicholson's to hold to, on west side at upper lock and on the east side at lower lock. There are posts to tie to along shore each side below the lower lock.

14. Between Nicholson's locks and M position of dotted line and figures by shore line showing distance to sail will be sufficient guide.

15. Between M and L course is on a line between notch in sky line to the south and house by barns to the north as indicated.

16. Curve at L is opposite little stumpy bay. Make the turn here close to the stumps, about twenty feet. This circuit to west shore is made to avoid point of underwater stumps, projecting from the east shore.

17. Between L and R course is on a line between large elm on west shore and buildings on east shore, as indcated.

18. At N, indicated by a dot on the map, there is a rock under water.

19. At P is Burritt's Rapids wharf. Two whistles is the signal for the wharf, and three for the swing bridge, though bridge is high enough for boats without spars to pass under.

20. There is a stonework wharf and float on east side, above Burritt's Rapids lock, and a long plank wharf on east side below.

21. There are chains east side of lock to hold to.

22. Canoe portage is on east side by lock.

Descriptive.

For Merrickville notes see page 40.

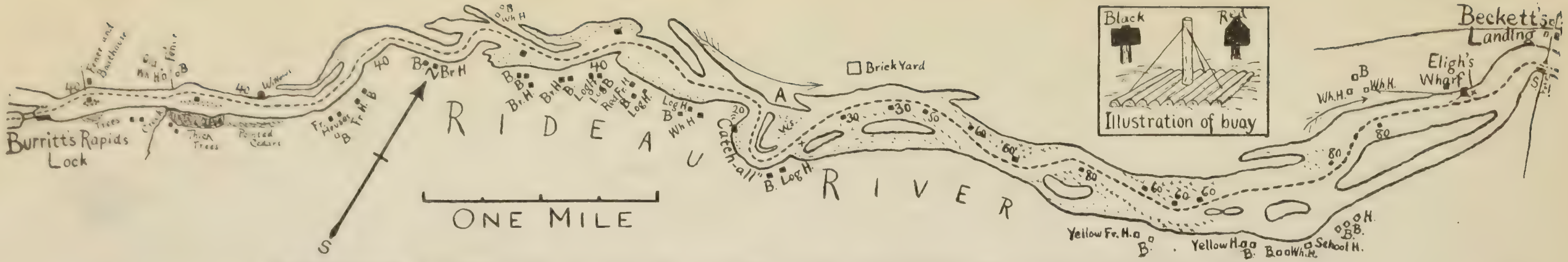
At F is a graveyard.

Above Clowe's lock is a good camp spot in the open with large tree shade. here wedged with wood to strengthen it. It is a nice walk over it.

Clowe's lock has a lift of 10½ ft. There is a quaint arch-sahped stone dam

At K, between Nicholson's two locks is a fine trimmed cedar hedge. Many trees about the grounds too are trimmed in various shapes. The locks together have a lift of 15 ft.

Burritt's Rapids has telephone connection. The lock has a lift of 10½ ft.



BETWEEN BURRITT'S RAPIDS' LOCK AND BECKETT'S LANDING BRIDGE.

Sailing Directions.

1. Canoe portage is on east side by Burritt's Rapids' lock.

2. There are chains on east side of Burritt's Rapids lock to hold to.

3. There is a long plank wharf below Burritt's Rapids' lock on east side, and a stonework one above the lock on same side.

4. The buoys on this part of the route are the floating platform with central post, black ones with square board nailed on top of post, and red ones with pointed top added to square boards. See illustration.

5. About a quarter of a mile below Burritt's Rapids' lock is a sunken island, about 300 feet long, with weeds, in season, showing over it. A buoy is placed on the side of it nearest to the channel. Opposite the upper part of the island is a fence running down to water with boat house below it.

6. About a third of a mile farther down stream is a longer and larger sunken island, with a buoy placed on the channel side of it. The upper end of the island is about opposite a fence running down to the water, with old white house on upper side of fence and a barn on lower side. There is a little bay here also. The length and position of this sunken island about corresponds to the stretch of thick trees on the south bank of the river. The lower end of the island is about opposite where the thick trees end and the pointed cedars begin.

7. Notice numbers along shores indicating distances to keep from it.

8. At the "Catch-All" bend a straight passage along bank at A was dredged out some years ago, but has not been kept cleared out, and is not used.

9. Along the two miles below the "Catch-All" there are four curves to alternate sides of the river with buoys placed along the edge of channel. Not always the same number of buoys are placed along these each year, but the map will guide safely, though the number of buoys may not be in each place the same as marked on map.

10. There is an old under water tree just below Eligh's wharf, opposite a stump by fence coming down to water.. If approaching or leaving wharf at lower side, go no closer to the shore than to keep lower corner of wharf between you and white house seen at up-stream side of wharf house, and you will be safely outside of this obstruction.

11. The buoys on this section are as illustration. The shape of boards nailed on the central posts are also shown, square on the black buoys and pointed tops on red buoys.

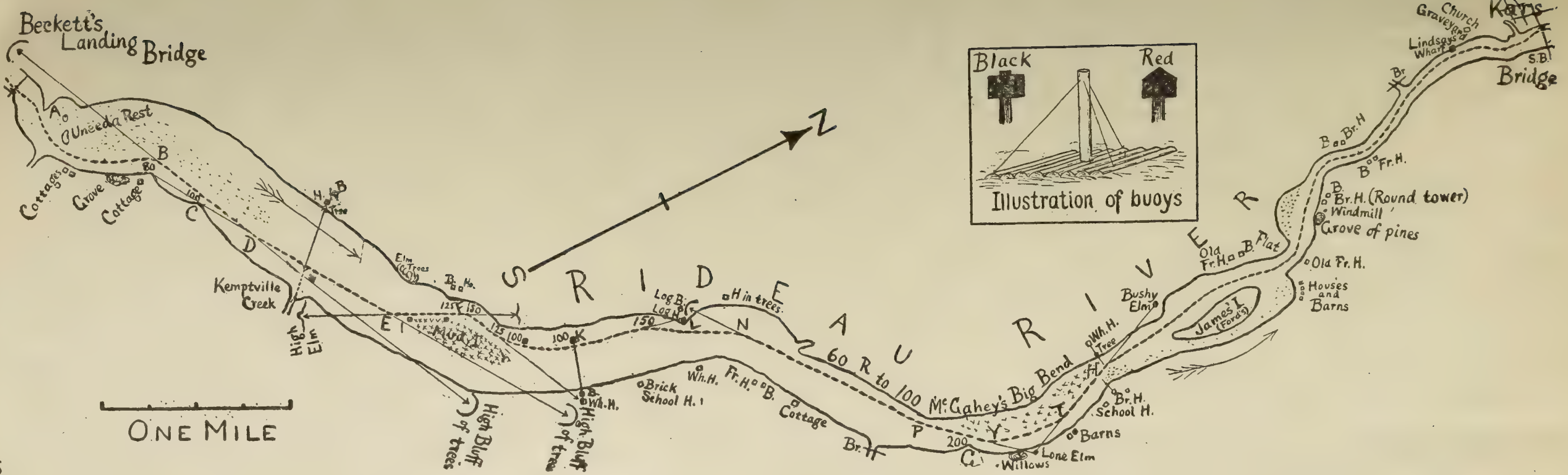
Descriptive.

For Burritt's Rapids' notes see page 41.

This section of 7½ miles is a quite pretty part of the river, with narrow curves between wooded shores above the "Catch-All," and, between that and Beckett's Landing, longer open-shore curves with islands. This constitutes the upper third, nearly, of the longest run between locks on the whole route, without locking. This long run is 26 miles, and is called the "Long Reach." It has some charming scenery and good fishing, including bass and maskilonge.

The "Catch-All" is a sharp loop in the river with a curved horseshoe-shaped island occupying about two-thirds of the inner side. It was probably so named from spring freshets depositing their rubbish at this place.

Beckett's Landing is a four corners, near where a swing bridge crosses the river, and has telephone connection.



BETWEEN BECKETT'S LANDING BRIDGE AND KARS' BRIDGE.

Sailing Directions.

1. The buoys on this part of the route are as illustrtaed, with differing shaped board top, according to the color, red or black. Their location is indicated by a solid square by the dotted line.

2. Between Beckett's Landing Bridge and point at A, course is on a line between bridge passage and a spot a little back on point, the turn at A being made about 70 feet from point.

3. Between A and B, course is about 80 feet from "Uneeda Rest" Island, and also from east shore.

4. Between B and D, course is on a line between high bluff of trees in sky line back of Beckett's Landing and another high bluff of trees on the east shore, as indicated, passing point C at 100 feet.

5. D is a place on line B-D, where point C and point opposite B are in line.

6. Between D and E, course is on a line between end of point at C and high bluff of trees in sky line, seen straight down the river, as indicated on map.

7. Entrance to Kemptville creek is made by making a sharp turn when little tree on opposite shore by water, is between you and house ,and barn and house ar econtinuous, as shown by range line, and steer first for little point at north side of creek entrance, as indicated. From latter part of June onward, the weeds in creek will show course fairly well up to Kemptville, a three-mile run.

8. Mud Island, so called, is a mud bank under water, weeds, in season, only showing.

9. Between E and F, course is to keep a good distance off buoys usually, though the steering object on west shore end is a notch of trees, three high elms on point sky line, as indicated; and at the south or east shore, is a high elm in sky line.

10. Between F and J, course is on a line wtih white house and barn on east shore.

11. Buoy at K is located about where white house and barn are in line on

12. Between K and N map will be sufficient guide.

east shore.

13. N is a point in line between bluff of elms on west shore and passage along shore at R.

14. Between P and Y, course is between distance from west shore marked, and lone elm on east shore below willows.

15. Between T, opposite barns, and H, below tree in front of white house, course is on a line between lone elm on east shore below willows, and bushy elm back of point on west shore.

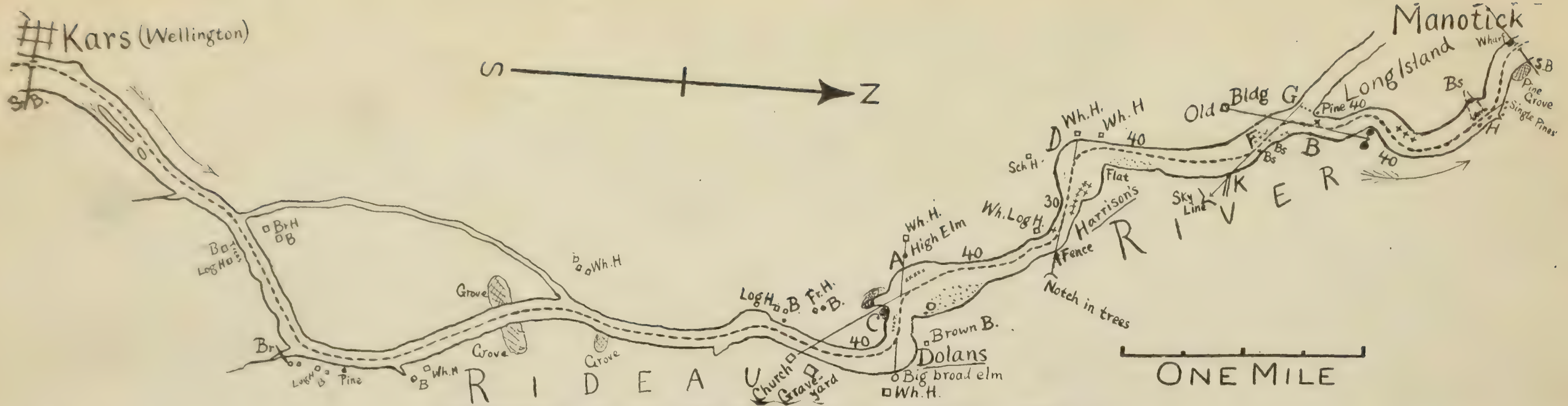
Descriptive.

For Beckett's Landing notes see page 42.

This is a run of nine miles.

Between Beckett's Landing Bridge and James Island there is a wide expansiveness, the widest part of the Rideau River, a pleasing change from the winding and narrower ways, adding variety to the scenery.

At the village of Kars (formerly called Wellington) there is telephone connection.



BETWEEN KARS BRIDGE AND MANOTICK BRIDGE.

Sailing Directions.

1. There are no buoys on this section, but some dangerous places where bushes are placed each year. Superintendent Phillips, however, is planning to place spar buoys at these places so they will be more or less permanent.

2. At C (Dolan's) is a dredged-out place, with rock pile on the south side. In low water these rocks may be readily seen, but are usually marked at each end with a bush. 20 feet to the north of these bushes will pass safely. The line here, however, to pass safely is between big broad elm tree on east shore with white house behind and to south of it, and high elm tree in front of white house on west shore.

3. Along by the shoal opposite A, course is where church is seen through notch of trees by shore.

4. The narrow passage at Harrison's is on a line between fence by shore and notch in trees back from east shore, and the white house on west shore.

5. At F is a narrow dredged-out passage between rocks. The east side is usually marked by two bushes, and if present, pass 20 feet from them. But the course, bushes or no bushes, to pass safely is on a line between foot of lane coming down to water at K, and a pine on the sky line above and beyond it, and a spot just to south of south crib at G, and a little elm tree on sky line beyond.

6. Pretty well in the centre of the river opposite B, just below the upper end of Long Island (large pine tree on it), is a shallow spot for deeper draught boats. Course on a line between old building on west shore to the south, and notch between two clumps of elm trees on point on east shore to the north, will pass the spot safely.

7. About a quarter of a mile above Manotick Bridge, at H, just above four single pines (when seen from above, and five when seen from below), along the east shore, is a dredged-out place where there are two piles of rock on the east side of the channel, and there are generally two bushes opposite these on the west side. Without the bushes, keeping 20 feet from the rock pile islets, will be sufficient. The course through this place is in line with the third one down of the four pines on the shore.

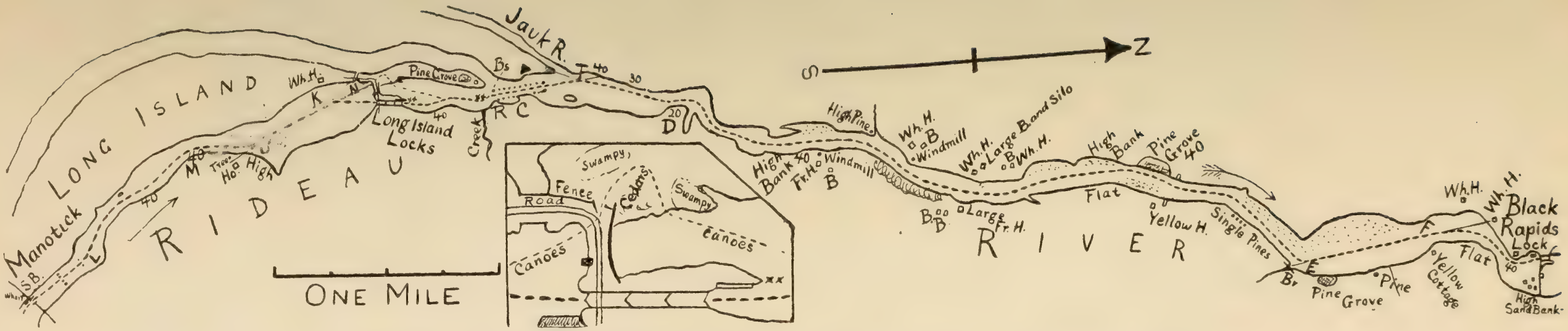
8. Manotick Wharf is at the upper side of the bridge, right against it.

Descriptive.

For Kars notes see page 43.

This is a run of 7½ miles through fine farming lands, with enough careful sailing spots to break the monotony.

The town of Manotick is not in sight from the route, it being situated mostly on the west side of the west branch of the river, on the mainland. See miniature map of the whole route in the front of the book.



BETWEEN MANOTICK BRIDGE AND BLACK RAPIDS' LOCK.

Sailing Directions.

1. Just below Manotick Bridge are four cribs. Course is between centre pair. A shallow place between turn at L and cribs was dredged out and bushes placed where dots are on map. But the passage is on a line between crib west side of passage through bridge and a red silo by barn on each shore.

2-7. J is a place about 50 feet from east shore, just a little below house on same shore with evergreen tree is front of it.

Between J and K course is on a line between space between the evergreen tree and house and the farthest water which can be seen, at N, the west end of dam.

Going down, pass about 50 feet from east shore till a good roadway width can be seen between tree and house, then turn on north end of dam.

Going up, when at K, opposite white house on west shore, turn on space between the house and tree with stern on west end of dam. Keep roadway width open between house and tree until J is reached, and this spot will be sailed safely.

8. There are chains in each lock on east side, a good well of water beyond lock house, and a wharf above on east side ,and below on west side.

9. Canoe portage at Long Island locks is around west end of dam, through gate in fence above and shore between swampy land and cedars below. See enlargement on map.

10. Below Long Island locks, opposite cottage on lower end of Long Island, is a shoal place with weeds, opposite little creek on east shore. Pass on east side.

11. Just below the end of Long Island, opposite R, there is a dredged--out wide and 10 feet deep, with the rocks dumped into the river at each side. It is passage extending down the river for about a quarter of a mile. It is 50 feet generally marked with a bush or buoy, opposite little point or rock pile at R, and one at each side of the lower end of the passage. Going down, take a straight course between R and T, passing 20 feet from the land at little points or rock piles, R and C. T is the place where the line passing 20 ft. from points R and C meets the line between 30 ft. from shore below (as marked) and a bunch of pines on point below camp spot marked. Going up, at T get where you can see straight up by points C and R, and steer straight to pass twenty feet from these.

12. At D is another dredged-out place along the small point. Keep twenty feet from straight bank at point.

13. Between E and F, course is on a line between bridge by E and white house beyond F.

14. There is a wharf on each side above Black Rapids' lock and one below on west side ,and chains in the lock on both sides to hold to.

15. The canoe portage is on west side of lock, inside the wharves, above and below.

Descriptive.

For Manotick notes see page 44.

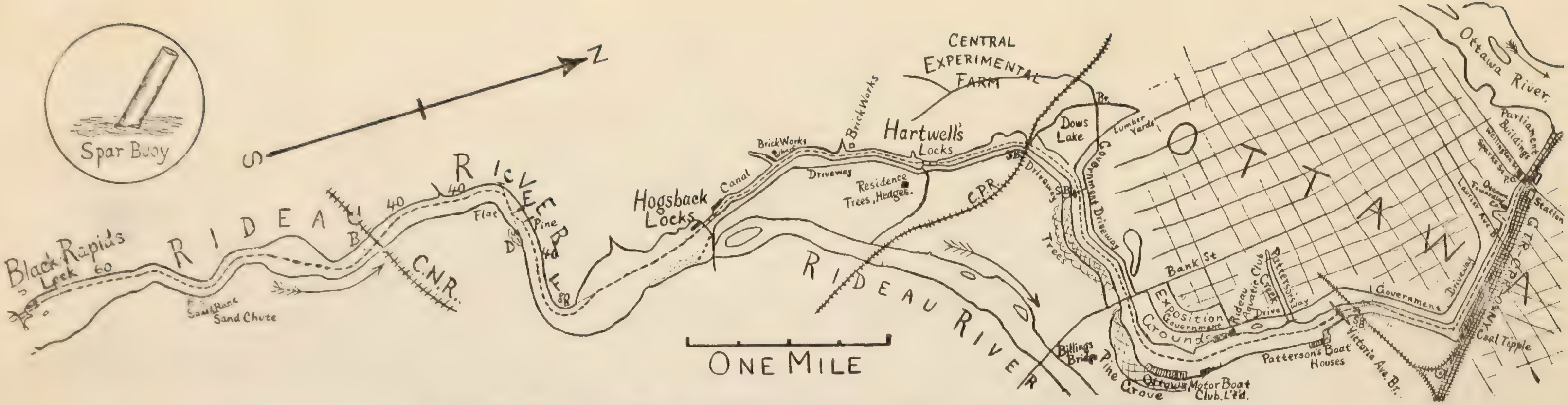
It is 1¾ miles from Manotick Bridge to Long Island locks, and 5⅜ miles from these locks to Black Rapids' lock.

At Long Island there are two immense dams said to be 740 and 330 feet long. There are three locks and a lift of 27 feet.

The camp spot opposite C may be approached with yacht below entrance to dredged out channel, keeping inside row of under-water rocks.

At Black Rapids there is another dam, said to have been 300 feet long originally, but was since much lengthened on east shore, because of wash-out of the sand bank at that end. The lift of the lock here is 10 feet.

There is a spring to west of lower wharf, under the hill, temperature 49F in hot season. The water has some mineral taste, however.



BETWEEN BLACK RAPIDS' LOCK AND OTTAWA LOCKS.

Sailing Directions.

1. Canoe portage at Black Rapids is inside wharf at west side to inside wharf above.

2. There is a wharf on west side below Black Rapids lock and one each side above the lock. There are chains to hold to on both sides of the lock.

3. At B, above the C.N.R. bridge, is a rock about 4½ feet under water. Keeping well to east side of middle of river above the bridge will pass it safely.

4. The C.N.R. bridge is a high overhead bridge and the central span is used.

5. At E are some rocks in the river bottom. The course through the rocks is on a line between vine-covered fence railing along road bridge at C, and elm tree back of it, and edge of trees on river bank at little point at D.

Going down stream, leave the west shore when this line is reached, and when opposite large boat-house by E, turn to west shore again by pine tree, as indicated. Going up, at pine tree below large boat-house leave west shore to get in line D-C, opposite boat-house, and follow it till 40 feet from west shore again.

6. There is a long wharf at Hogsback locks both above and below, on west side. There are chains to hold to on both sides of locks. At Hogsback the route leaves the river and is a canal all the way between this place and Ottawa locks..

7. Only the lower lock at Hogsback is used, except in very high water in the spring.

8. Portage for canoes at Hogsback locks is on east side. There is a place above locks, with steps, and a pocket in the wall with a platform below.

9. There are wharves both above and below Hartwell's locks on west side. There are chains on both sides of both locks to hold to.

10. Portage for canoes is on east side between platform and good smooth wall above and a platform below. Only slow speed is allowed in the Ottawa Canal below Hartwell's Locks.

11. Use east span of railway bridge below Hartwell's locks.

12. Use north span of Bank street bridge. It is about 29 feet from the water.

13. Victoria avenue bridge. The whole span lifts by electrical control, by means of mechanism in the hollow piers at each end of the span. When so lifted the span is about 29 feet from the water. The west span of the railway bridge north of this, is the one used.

14. The Laurier avenue bridge a one-span, iron arch, measures about 27½ feet from the water.

15. The Plaza bridge arch over canal, just by top of eight locks down into the Ottawa river, is about 26½ feet from the water.

Only slow speed is allowed in canal below Hartwell's Locks.

Descriptive.

For Black Rapids notes see page 45.

It is 4⅛ miles between Black Rapids' lock and Hogsback locks.

RIDEAU AQUATIC CLUBHOUSE, ON THE CANAL, OTTAWA.
(Photo by the Author).

The very high sand hills below Black Rapids, with chutes for loading barges, contain a fine supply of building material for many years to come.

Between A and F the west bank keeps sliding in and taking trees down into the river, still standing upright on the bottom.

Hogsback is a very beautiful spot, especially so in the early months of the year when the greater water flow makes many rapids and cascades below the dam. Its unromantic name is supposed to have been suggested by the appearance of many rounded boulders in the rapids at this place. There is an immense dam here, said to be 320 feet long and 45 feet high, the lift is only 13½ feet from the canal level. There are two locks, but only one is used in locking through, except in rare high water. From this place north the Rideau river is not navigable, and an artificial cut of about 5⅜ miles completes the remainder of the route between this place and the eight locks which drop boats down to the Ottawa river. From Hogsback lock to Hartwell's is 1⅛ miles.

At Hartwell's the two locks have a combined lift of 22 feet. Between Hartwell's and the eight Ottawa locks is 4¼ miles, and makes an exceedingly beautiful run, with nature, for the most part, on the one side (west), and art on the other.

Just north of the bridge on Bank street, street cars may be taken for downtown, to any place, by transfers.

Just north of Rideau Aquatic Club (where gasoline may be obtained), is the entrance to Patterson's creek for motor boats and canoes, a beautiful short run.

Just north of Laurier avenue bridge is the canal basin and wharves of the Ottawa Transportation Co. It is close to all principal stores and hotels.

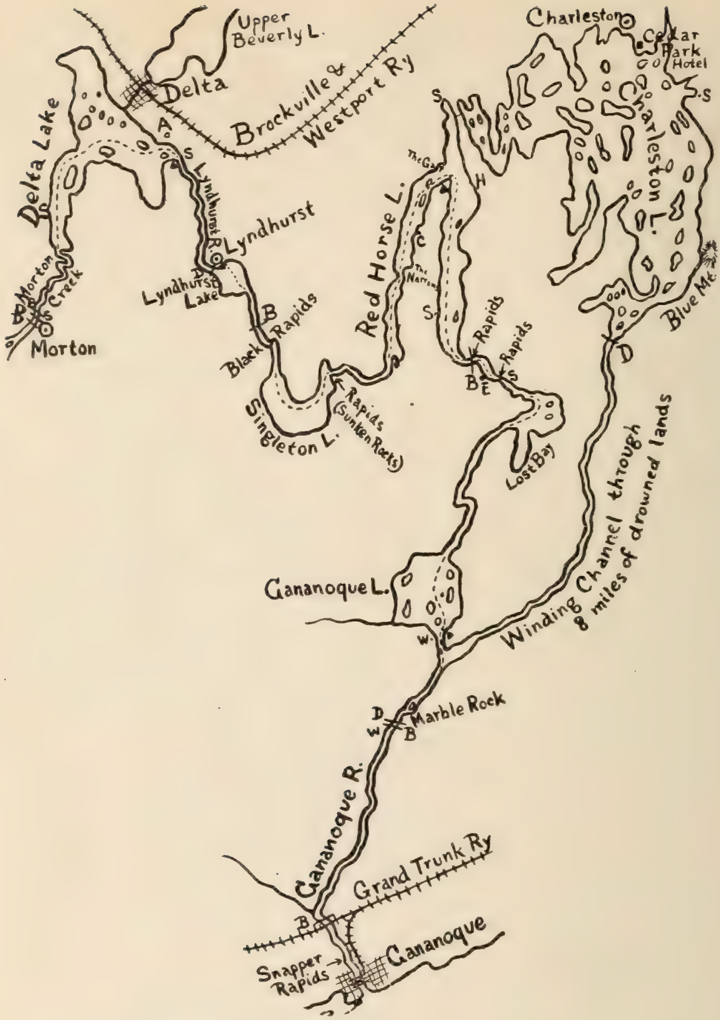
Just north of the canal basin is the Plaza. On the west side is Ottawa post office, on the east side, south of the street, is the Grand Trunk Union Station, and on the north side of the street, opposite to the station and connected to it by an underground tunnel, is the Grand Trunk hotel, the Chateau Laurier.

Just north of the Plaza the eight locks down to the Ottawa river begin, a drop of 82 feet. The north view from the Plaza (as here given) shows the locks, the inter-provincial bridge over the Ottawa river, and the Quebec side with mountainous background. On the left of the picture are the offices of the locks, with the edge of Parliament hill behind it, and on the right are the railway tracks to bridge, Major Hill park in the foreground, and Nepean Point park in the distance, close to bridge.

Where to get a good meal in Ottawa—see page 65.

Gasolene may be obtained at the Rideau Aquatic Clubhouse.

BANK STREET BRIDGE, OVER CANAL, OTTAWA, AS SEEN FROM THE GOVERNMENT DRIVEWAY.
(Photo by the Author).



CANOE ROUTE BETWEEN MORTON AND GANANOQUE.

This map represents a beautiful route between Morton on the Rideau and Gananoque on the St. Lawrence. Pages 18 to 25 and 50, with these, show a splendid canoe or skiff circuit of perhaps 90 miles, from Kingston around to Kingston again. The way around the route described is the most pleasant; presenting many passages difficult to find, which makes the trip more interesting; but it is travelled both ways.

The top of this map is intended for north, but the direction of lakes and rivers are not guaranteed true to compass, neither is it to scale.

For Gananoque and Thousand Island canoeists this chart makes plain a delightful entrance into the Rideau for Jones' Falls and all points to Ottawa.

Abbreviations on the Map:

S—Spring.
D—Dam.
Also, as on the other maps,
▲—Camp Spot.
Spring.
W—Well.

Descriptive.

At Morton there are two dams and a portage of a quarter mile nearly. Spring water may be had in cheese factory by bridge, or at spring up road on right side, just beyond woods.

Morton Creek is a mass of shrubbery and of bloom of many kinds after the middle of August.

Delta Lake. Going down, exit is found by going into bay and against farther shore. Splendid camp spot to right of exit and spring on opposite shore. Path up from fishing rock leads just to left of spring. There is another spring near boathouse on west side of lake.

At Lyndhurst there is a portage of about a half mile. Going down land close at left of dam. Hotel man there has excellent truck for portage.

Lyndhurst Lake landing is in bay by large boathouse on rocky point.

Black Rapids is a twist in the river at this point full of rocks, easy of passage, however, especially in high water, either way.

Singleton Lake entrance is a mass of weeds and the exit (hard to find) is between low rocks at right side well up in the bay. There is swift water at the exit with some sunken rocks just beyond.

Red Horse Lake. On the point to right of entrance into the lake is a good camp spot. At "C," between "The Narrows" and "The Gap," is a large form on flat perpendicular rock resembling a lizard. On the point at "The Gap," at the turn of the lake, is a beautiful high camp spot called "Breezy Point Camp." There is a splendid spring with large flow at extreme left of north end of lake, near the water's edge, about three-quarters of a mile from the point camp.

Near the north end where boathouses are located, is the portage into Charleston Lake, about ⅜ mile.
At "H" is the large form of the cantering red horse on face of a rocky cliff, yellowish red in color, from which this lake is said to have derived its name.

Near foot of lake, opposite island with house on it, is another spring.

There are small rapids under iron road-bridge at outlet of lake.

At "E" is a tall stone chimney standing alone on the high bank. Below this is another bit of swift water through a few rocks; but a channel 8 feet wide has been blasted out. This is at the left side when going down.

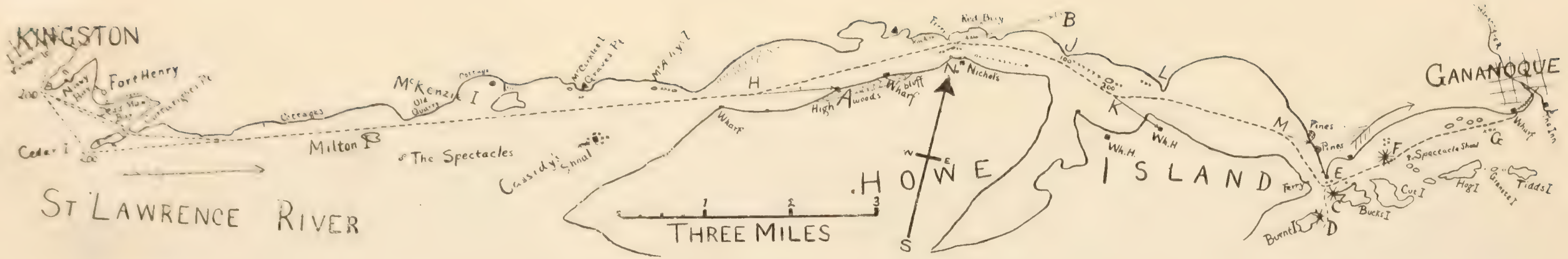
The chart will guide safely by Lost Bay to the right course.

Gananoque Lake. At the east side of entrance to bay of exit is "Sandy Beach Camp," with an old cook stove for convenience. There is a good well of water in front of house on opposite sidde of bay.

At Marble Rock there is a portage around dam. Landing is at east side. Boats may be slid over dam going down, caretaker stopping flow of water a bit for that purpose. Excellent cold well water may be had here from caretaker's 50 ft. well at house below bridge, west bank.

Snapper Rapids is only a little swift water around a shallow turn in the river.

At Gananoque land at dam on right bank below railway bridge. Portage here may be by waggon to the St. Lawrence wharf; or canoe may be carried to a spot below dam into the Gananoque River again.



BETWEEN KINGSTON AND GANANOGUE.

Sailing Directions.

For larger details at the Kingston end see map, page 18.

North side of Whiskey I. has good depth of water centrally for all but the freighters. South side has 5 ft. over rock in low water.

Between Cedar I. point and H course is practically a straight line, as indicated (ENE, 1E, going down stream), **between the course to as indicated** south of Cedar I. and a white bank at A which may be seen from Cedar I. Notice the shoal marks to the south of Cedar I. near the middle. When below Milton I., a good road-way width kept open between Milton I. and Cedar I. will safely pass Cassidy's Shoal, which is marked with a black buoy.

Between H and the old ferry narrows. Going down, steer for two elms against the distant sky (direction of B, as indicated) till the passage at the narrows may be made out. Going up, steer for wharf on south shore, beyond H, until roadway width between Milton I. and Cedar I. of the lake beyond can be seen, **then steer for it.**

Just east of the old ferry narrows is a red buoy on shoal on north side of course; and a little farther east, to the south of the course indicated, is a shoal marked with black buoys, one on each end. The course here, as indicated, is along the north shore between old ferry and point J.

Between J. and K. course is on a line between 100 ft., or more, to south of point J. and a white house, as indicated.

Notice shoal marks both east and west of island by K.

Course passes some 200 ft. from point L.

Between L and M course is on a line between the point and a sand bluff between two pine groves.

Between M and the turn by Red Horse Rock Lighthouse, at C, the course is central.

Opposite the lighthouse are two red spar buoys, by E. and a little east of it is a black spar buoy. These buoys are marked on map as round dots. Just east of the black buoy is a wharf and shelter kept up by the government for public use, called "Public Lands No. 1."

At F is Spectacle Shoal lighthouse; and north of the spectacle islands is a black spar buoy to south of course. Course to south of Spectacle Islands is safe for motor boats.

At G is a black spar buoy to south of course, marking a shoal with about 5 ft. of water on it.

Descriptive.

Cedar Island is a beautiful spot to explore. A round tower fort is situated on its highest part, a wharf landing is in little bay on north side, and a beach landing on the east end. One of the courses by Whiskey I. should be followed for finest scenery.

The north shore of Dead Man's Bay has many summer cottages. There are a couple of sunken wrecks in the bay which are a menace, but near the shore around main bay is good water.

For a mile below Cedar I. the shore is very beautiful. About two miles below are a group of summer cottages.

Milton I. is a rugged little gem, with natural deep harbor at east end.

About ¾ mile below Milton I. is an old quarry.

In the bay just west of McKenzie I. on the high shore is a row of cottages.

Graves Pt. is a beautiful camp spot with deep water sand beach on east side. The shoal marked opposite the point is a bunch of rocks in deep water only a few inches under, not far out from reeds.

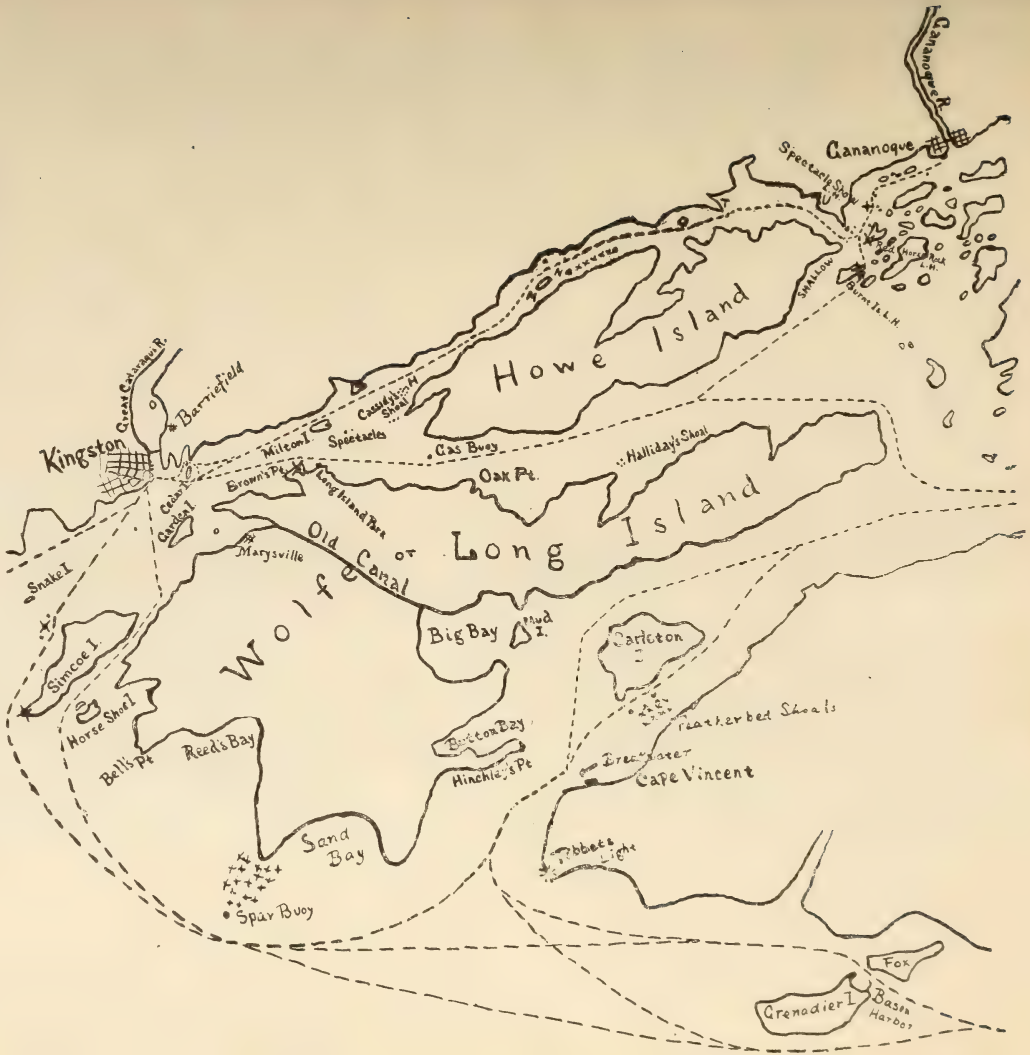
At A is a sand quarry and a wharf.

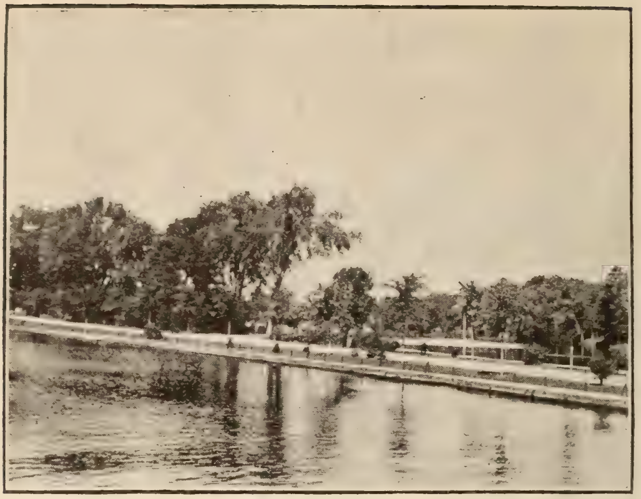
The camp spot on main land just west of old ferry narrows is west of a little bay and has hidden beach landing just inside the end of the point.

The Nichols summer home is large and imposing and the grounds beautifully kept.

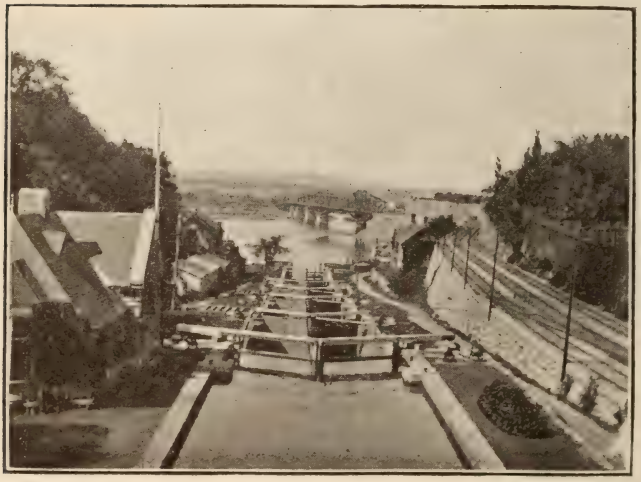
Between Red Horse Rock Light and Gananoque **the shape of the** islands on the south side, or number of them is not guaranteed; only the north shore can be depended upon.

This map is intended to show the routes around Simcoe and Wolfe Islands to Cape Vincent and U.S.; also to indicate the course between Kingston and Gananoque to the south of Howe Island, though the north channel is apt to be quieter for small boats, and more picturesque. The top of the map (as you are now looking at it) is north, though the compass directions are not at all accurate, neither is the map to scale.





ALONG THE GOVERNMENT DRIVEWAY, NEAR BANK ST. BRIDGE, OTTAWA.
(Photo by the Author).



LOOKING DOWN THE LOCKS FROM "THE PLAZA", OTTAWA.
(Photo by the Author).

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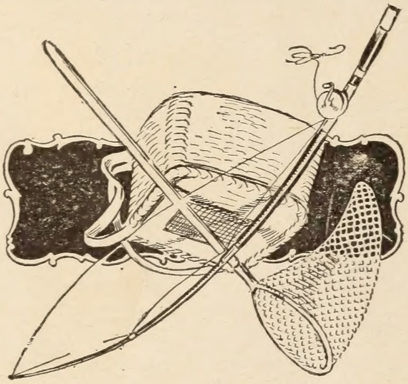

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